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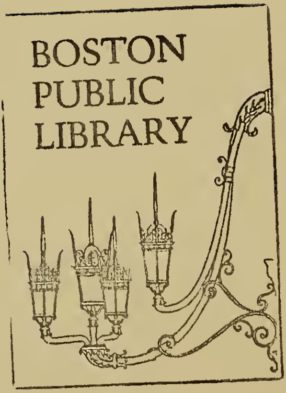

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December 1, 1970

Boston Redevelopment Authority
City Hall, Room 900
1 City Hall Square
Boston, Massachusetts 02201

Attention: Mr. Wallace B. Orpin
Director of Engineering

SUBJECT: Boston Redevelopment Authority
Campus High School Project R-129
Comprehensive Engineering Report
Our Project No. 6709

Gentlemen:

In accordance with our "Contract for Engineering Services" with the Boston Redevelopment Authority dated August 4, 1967, we are pleased to submit our Comprehensive Engineering Report on the Campus High School Project, Boston, Massachusetts.

This report includes an engineering study with preliminary planning drawings and a cost estimate together with recommendations for the necessary basic improvements to the streets and public utilities required for the renewal program.

We wish to acknowledge the helpful cooperation and assistance of the various departments of the Boston Redevelopment Authority and the City of Boston Department of Public Works.

Very truly yours,

GREEN ENGINEERING AFFILIATES, INC.

Samuel A. Wigon, P.E.
Executive Vice President

JWN:lmm

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INTRODUCTION

The Campus High School Urban Renewal Area is located southwest of the central business district and is abutted by proposed Interstate Route I-95 to the north and west, Shawmut Avenue to the east, and Highland Park - Washington Park area to the south.

The area is predominantly residential with a population density of approximately 40-50 persons per acre. Within the project area are local sections of commercial, retail, governmental and institutional areas. Without exception, there has been no significant growth in recent years. In fact, deterioration and diminishing use of buildings and structures has occurred. A great many have been demolished that were considered dangerous or unsafe.

The area as a whole is relatively old with some of the buildings and larger structures, such as schools and churches, dating back to the 18th and 19th century. "The First Church in Roxbury Unitarian" situated at John Elliot Square was constructed in 1804.

The essential elements of the renewal plan for the project contemplates the removal of the entire blighted areas north of Linden Park and Roxbury Streets, and the construction of new and modern housing, a new campus high school, elementary school, and recreational facilities with the necessary streets to give proper ingress and egress to the renewal area. Parking

facilities are planned in conjunction with the apartment complex north and east of the campus high school site. Rehabilitation of existing residential structures south of Linden Park and Roxbury Streets, along with the removal of the blighted areas within the project, and the substitution of new facilities in their stead will do a great deal towards uplifting the areas surrounding the project.

This comprehensive report describes the necessary basic improvements to the streets and public utilities required for the renewal program.

SUMMARY OF CONCLUSION AND RECOMMENDATION

A. General

All conclusions and recommendations for improvements in the project area are based upon the proposed rehabilitation and renewal plan prepared by the Boston Redevelopment Authority. This report, complete with the accompanying drawings and recommendations, is intended to serve as a basis for planning the development of the project improvements during final execution.

B. Street Adjustments

A physical inspection of all the existing streets in the area clearly indicates that little maintenance or improvements have been made to the streets, sidewalks or other passageways over the past twenty to forty years. The majority of streets and sidewalks are in fair to poor condition.

The proposed street adjustments in the renewal project includes the abandonment of all the streets north of New Dudley Street except Shawmut Avenue and portions of Ruggles, Cabot and Whittier Streets that are being widened. The majority of streets south of New Dudley Street will be retained with the exception of those noted on the Street Adjustment and Right of Way Plans. The adjustments of the existing street patterns are required to improve traffic flow within the area and throughout the project and they are to be compatible with the proposed land use changes.

Specific recommendations include the following:

1. The construction of all proposed new major, minor and residential streets in accordance with accepted City of Boston standards.
2. The reconstruction and widening of existing streets being retained, as required, to provide proper traffic flow.
3. The resurfacing of existing streets being retained to provide first class wearing surface throughout the project area.

All constructions, reconstruction and resurfacing is proposed in accordance with the City of Boston Public Works Department, Highway Division standards. For details of "Typical Street Construction and Alterations", see Appendix "B" Table 4.

C. Parks-Playground-Major Grading

Parks, playgrounds and major grading areas are planned in conjunction with the proposed development pertaining to the project area. The proposed locations of these facilities will be developed to provide attractive areas near the new residential sections and the rehabilitation area south of New Dudley Street. These areas of planned development present no significant problems for the proposed streets and utility revisions in the renewal area.

D. Water Systems

There are two water systems in the project area, namely, the Low Service Water System and the High Service Water System. They comprise a total of 5.8 miles of water lines.

1. Low Service The low service water system is the primary system and covers the complete project. It is augmented by a high service system at its outer perimeter on Dudley, Roxbury and Tremont Streets.

The low service system supplies water for fire protection and for domestic, commercial and industrial use. The system was installed between the late 1800's and the mid 1910's. Water is supplied to the system from M.D.C. feeder networks which continue through the project area.

It is recommended that the Low Service Water system be retained and be modified or rebuilt in the renewal area as required to accommodate the proposed changes. This will require the installation of new lines in the new and completely rebuilt streets, replacement of the old lines in the rehabilitation area, and cement-lining of the existing water mains to assure maximum delivery of water to the renewal area. All recommendations are in accordance with the standards of the City of Boston Public Works Department, Water Division which has jurisdiction over the system.

2. High Service The existing high service water system within the renewal area is confined to the extreme southern perimeter with a feeder entering from Columbus Avenue at Roxbury Crossing and running through Roxbury and Dudley Streets to Dudley square. The system is supplied from the M.D.C. high pressure feeder mains.

This high-service water system will of necessity have to remain in its present location since its primary function is to supply high service

water to the area south of Roxbury and Dudley Streets and to supplement the low service water system by providing domestic and commercial water and fire protection to structures with a highly populated density. In Roxbury and Dudley Streets, the high service line will be replaced to improve the supply to the Dudley Square area.

E. Surface Drainage and Sanitary Sewer System

The renewal area itself has approximately 60 percent of its sanitary and surface drainage system separated; however, they discharge through combined sewers that run through the area as interceptors or conduits, thus negating the value of separate systems.

Of the 8.3 miles of sanitary and surface drainage flow running through the renewal area, only a small percentage comes from the area itself. Most of the through flow comes from outside of the area, from the south-west (Jamaica Plain area) and east (Washington Park area). The majority of the sewers and surface drains were installed in the late 1800's and early 1900's. The existing system appears to be adequate to handle the present day flows. However, due to the proposed street adjustments and land use, extensive revisions to the existing systems are necessary.

Recommendations for modifying the present system within the project include the construction of a new separate surface drainage system and the conversion of the existing combined system that start within the project limits to a separate sanitary sewer system. The combined sewers that enters from outside of the project limits and runs through the project area will be retained or relocated to be compatable with the proposed land use.

F. Police Signal and Fire Alarm Systems

The police signal system in the City of Boston is under the jurisdiction of the Boston Police Department, Signal Division. The Fire Alarm system is under the jurisdiction of the Boston Fire Department, Fire Alarm Division. Both existing systems are considered by the respective governing agencies as adequate and in satisfactory condition. Revisions and expansion of the existing systems are proposed in the renewal area to coincide with the proposed street adjustment and land development. The proposed system will provide adequate protection for the redevelopment project.

G. Street and Park Lighting

A physical inspection of the street and park lighting in the project area was conducted. The sparse replacement of some of the standards and luminaires with modern up-to-date lighting is the only evidence of any updating of facilities in the entire area. While most of the major streets have lighting that could be classed as fairly modern, there are a great many streets with no lighting at all, or lighting dating back to the 19th century. Most of the standards and luminaires of this old style lighting have been broken by vandalism but some are still standing and in use with their 75 - 100 watt incandescent bults still glowing.

It is recommended that all the obsolete standards and luminaires be removed and a completely new lighting system be installed in accordance with the City of Boston Public Works Department, Lighting Division standards.

Code No.		Total Cost Including Boundary Streets	Boundary Streets Costs	Total Charge to Project Including Boundary Streets
*R-224(1)	Demolition and Site Clearance and M. B. T. A.	$3, 324, 800	$-------	$3, 324, 800
R-224(2)	Street Adjustments and Right-of-Ways	1, 738, 795	318, 650	1, 738, 795
R-224(3)	Parks-Playgrounds-Major Grading	290, 500	-------	290, 500
R-224(4)	High Service Water System	259, 300	122, 600	259, 300
R-224(5)	Low Service Water System	585, 700	82, 100	585, 700
R-224(6)	Surface Drainage System	656, 865	106, 400	656, 865
R-224(6)	Sanitary Drainage System	440, 935	31, 300	440, 935
R-224(7)	Police Signal System)	67, 170	6, 220	67, 170
R-224(8)	Fire Alarm System)			
R-224(9)	Street & Park Lighting	461, 500	89, 700	461, 500
*R-224(10)	Traffic Control System	73, 500	500	73, 500
*R-224(11)	Street, Traffic & Directional Signs	8, 805	-------	8, 805
*R-224(12)	Historical Preservation	24, 500	-------	24, 500
R-224(13)	Street Tree Planting	209, 600	-------	209, 600
**R-224(14)	Boston Edison Sub-Station Relocation	250, 000	-------	250, 000
	GRAND TOTAL	$8, 391, 970	$757, 470	$8, 391, 970

*Estimates by Boston Redevelopment Authority
**Estimates by Boston Edison Company

SEQUENCE OF CONSTRUCTION

The following review of construction sequence for the Campus High School Project is based on information developed by the Boston Redevelopment Authority. The information is preliminary and will vary during the future execution phases of this project. The sequence of construction is limited to general locations and redevelopment parcels which will require new relocations to the existing street patterns which will become compatible with the proposed land developments.

In outlining the sequence of construction for the various locations, consideration was given to (1) proposed new street alignments, existing street reconstruction and traffic control; (2) changes and/or additions to all the public and private utilities and; (3) construction to be performed by other public agencies in the area. The estimated dates for the start of construction, as received from the Boston Redevelopment Authority, is summarized as follows:

Areas		Estimated Start of Construction
Area I	Campus High School Site (Bounded by Whittier, Cabot and Ruggles Streets to the North; New Ruggles Street Extension to the East; New Dudley Street to the South and Inbound Service Drive to the West.)	Fall 1970

Areas		Estimated Start of Construction
Area II	Lower-Roxbury Community Corporation Housing (Bounded by South Service Drive to the North; Shawmut Avenue to the East; Ruggles and Street "D" to the South and New Ruggles Street Extension and Inbound Service Drive to the West.)	Spring 1971
Area III	Rehabilitation Area (Bounded by New Dudley Street to the North; Shawmut Avenue Extension to the East; Roxbury and Bartlett Streets to the South and Inbound Service Drive to the West.)	Spring 1972

AREA I

Area I includes the Campus High School and its supporting facilities. The area is located in the west and central part of the renewal project and is bounded by residential developments in the north, east, south and by Proposed Interstate Route 95 in the west. All the existing streets included in the proposed Campus High School Site will be abandoned and the utilities involved in this area will be either abandoned, retained or relocated. The following items must be accomplished prior or during the early stage of construction of Area I.

1. The major public utilities in the area and those utilities that pass through the area servicing the immediate area outside must be relocated to proposed new locations.

2. All the existing streets included within the boundary must be abandoned. Roxbury Street from Linden Park Street to Shawmut Avenue will be abandoned and relocated to the south. This will require

the traffic to be temporarily re-routed to Dudley Street.

3. The private utilities that have principal mains and ducts, which pass through the area and provide service outside must be relocated. The Massachusetts Bay Transportation Authority has an existing duct bank in Linden Park and Roxbury Streets. This duct bank must be relocated in the New Dudley Street alignment prior to removal of the existing duct bank.

The following sequence for the development of Area I is recommended:

a. The relocation of the West Roxbury Lower Level Sewer in Old Stony Brook Channel and the Stony Brook Valley Sewer must be relocated prior to the construction of the proposed buildings being constructed in this area. The proposed sanitary sewer north of the proposed Campus High School buildings from New Ruggles Street Extension to the Stony Brook Interceptor must be constructed before or during the early stage of the development of this Area I.

b. Construct New Dudley Street from Inbound Service Drive to Washington Street. If the Inbound Service Drive and New Dudley Street alignment, that is being constructed in conjunction with Proposed Interstate Route 95, is not constructed prior to this time, New Dudley Street, within the renewal project, will be extended to Tremont Street. The installation of the new public utility systems shall be installed during the construction of New Dudley Street. The private utility work should be carried on concurrently with the public utility installation.

AREA II

Area II includes the Lower -Roxbury Community Corporation Housing. The area is located in the eastern part of the renewal project. The reconstruction of Ruggles, Cabot and Whittier Streets and their utilities along with the proposed utility in Shawmut Avenue must be in progress during the summer of 1971. This will permit the utility construction of proposed Street "A", "B", "C" and "D" to be constructed in conjunction with the parcel developments in this Area. The existing utility facilities in Ruggles Street from New Ruggles Street to Shawmut Avenue and Cabot Street from Ruggles Street to Southbound Service Drive will be maintained, due to the major cost of relocation and a permanent utility easement will be required. While Ruggles Street is being constructed, the traffic will be temporarily re-routed to Southbound Service Drive or to Sterling Street.

AREA III

The reconstruction of utilities and streets in the rehabilitation area do not present any significant problem relative to the overall development of the project improvements. Construction should be accomplished in Roxbury and Dudley Streets first where the major revisions to the utility lines exist, and then expanded on an individual bases into other streets. Dudley Street will remain open until the New Dudley Street Extension is completed. Upon completion of New Dudley Street and the closing of Dudley Street, Shawmut Avenue

Extension should be constructed from Bartlett Street to New Dudley Street. Completion of the work as soon as possible will alleviate the inconvenience to the residents of this area.

STREET ADJUSTMENTS

Street Arrangement

The existing streets in the rehabilitation area in the Campus High School Project are satisfactorily arranged. The major north-south streets are on the perimeter of the project and are through streets to and from the Central Business District, which is north of the renewal area. The major east-west streets, that begin and pass through the area, contribute to the complicated traffic pattern through and in the area. Some of the complicated arrangements are located at Dudley Square (Washington Street, Dudley Street and Roxbury Street), and Roxbury Crossing.

With the exception of Ruggles, Cabot and Whittier Streets, the minor streets north of Linden Park Street and that portion of Roxbury Street from Linden Park Street to Shawmut Avenue, will be abandoned due to the proposed land developments. The existing street arrangements south of Linden Park Street and Roxbury Street will be retained with some minor adjustments.

The existing streets in the western and northern sections of the project, from Tremont Street in the west and north of Ruggles in the north, to the project boundary, will be acquired by the Commonwealth of Massachusetts, Department of Public Works for the proposed Interstate Route 95.

Condition of Streets

A physical survey was made of all existing streets in the project to determine and rate their actual existing conditions. To supplement this information, the records of the City of Boston Public Works Department, Highway Division, were reviewed to establish the right-of-way, pavement and sidewalk widths. The results of the information obtained from the existing records and street condition survey are included as Appendix "A" of this report. The majority of the streets in the project are in fair to poor condition.

The criteria used for street ratings is as follows:

Good: New pavement or old pavement with good grade and wearing surface.

Fair: Some minor cracks and patches with no significant settlement, along with acceptable line and grade.

Poor: Wearing surface cracked and/or patched with poor line and grade and/or pronounced settlement along with other deficiencies requiring rebuilding or resurfacing.

Vertical and Horizontal Sight Distances

The contours within the rehabilitation area of the project present no major vertical or horizontal sight distance problems except for Gay Street. It has a vertical sight deficiency as a result of the ledge and ledge outcrops in the area. There are some horizontal sight deficiencies

at various intersections north of Linden Park and Roxbury Streets caused by the abutting buildings on the street right-of-way. The proposed street adjustments and land development will eliminate these conditions.

Right of Way

The existing rights-of-way of the residential streets in the rehabilitation area are adequate for the proposed project changes. The existing rights-of-way of the interior streets north of New Dudley Street will be increased to be compatible with the proposed traffic flow and land use changes.

Certain streets that will be discontinued have sewer, water and private utilities in their existing right-of-way. Where relocation of the public and private utilities would be too costly and not justified, easements will be retained.

Proposed Street Adjustments and Rehabilitation

The proposed street adjustments and rehabilitation program in the renewal area includes the following:

(1) Abandonment of some existing streets and construction of new streets to be compatible with the proposed land developments.

(2) Reconstruction and widening of existing streets to improve the traffic flow and intersection arrangements.

(3) Reconstruction of existing streets where extensive utility changes are required.

(4) Resurfacing of existing streets being retained to provide first-class wearing surface throughout the project area.

The boundary streets, Inbound Service Drive and Shawmut Avenue, will be used principally to pass the north-south traffic flow through the project area using alternate one-way streets. The major street intersections will be improved to provide suitable connections to the existing major arteries in the adjacent areas.

One of the principal street improvements is the proposed New Dudley Street alignment which runs through the project from east to west connecting Governor Dudley Square with Roxbury Crossing. The proposed and existing secondary streets within the project limits will accommodate the internal traffic flow.

The Massachusetts Department of Public Works will acquire the area located between the Inbound Service Drive and South Service Drive to the Project Boundary. They will construct the Inbound Service Drive and South Service Drive when Interstate Route 95 is constructed. Listed below is a brief description of the major arteries:

New Dudley Street A new street alignment that will provide east-west traffic flow between Roxbury Crossing or proposed Interstate Route 95 and Washington Street and will also provide improved traffic channelization at the intersection of New Dudley Street, Washington Street and Shawmut Avenue. New Dudley Street has an 84-foot right-of-way with a 102-foot right-of-way

at the proposed intersections with a median strip being provided to properly channel the traffic flow. This alignment will eliminate that portion of Roxbury Street from Linden Park Street to Shawmut Avenue.

New Ruggles Street Extension This is also a new street alignment with a 60-foot right-of-way connecting Shawmut Avenue to South Service Drive and that portion of Ruggles Street being retained, thus improving the internal traffic flow within the area.

Ruggles Street, Cabot Street and Whittier Street These streets will be completely rebuilt and widened to a 60-foot right-of-way to improve the flow of two-way traffic within and throughout the project. The widenings of these existing streets is compatible with the proposed land use and provides a connection from Inbound Service Drive to Shawmut Avenue.

Shawmut Avenue Extension This new street alignment will extend Shawmut Avenue from New Dudley Street to Washington Street in order to improve the channelization of the traffic flow at the proposed intersection of Shawmut Avenue, Washington and New Dudley Street.

Secondary Streets Some of the minor street adjustments and street closures in the rehabilitation area were proposed to discourage through traffic and to facilitate parcel development.

PARKS - PLAYGROUNDS - MAJOR GRADING

The proposed and existing parks, playgrounds, major grading areas and public areas in the rehabilitation area south of New Dudley Street will be developed to provide attractive areas in conjunction with the proposed renewal plan. The existing playgrounds in the rehabilitation area will be completely refurbished and provided with adequate playground equipment.

The present schools in the project area have inadequate playground facilities. The Dudley Elementary School and the Dillaway School will be replaced by a new elementary school located north of the intersection of New Ruggles Street Extension and Shawmut Avenue, which will have adequate playground facilities. The proposed Campus High School will provide facilities to be used by the students and the community. The facilities available will be an athletic field, skating rink, tennis courts, basketball courts, and an informal outdoor gymnastic center, all of which will help provide an adequate play area in accordance with present-day standards. A proposed park will be developed between the James P. Timilty Jr. High School and New Dudley Street which will provide an adequate play and rest area for public use. A plaza will be developed in the area bounded by Shawmut Avenue Extension and Washington Street along with a pedestrian way between Kenilworth Street and Shawmut Avenue Extension. These areas of planned development present no significant problems for the proposed streets and utility revisions in the renewal area.

WATER SYSTEM

General The water system in the renewal project consists of the Southern Low Service and the Southern High Service systems. The low service system, which is the primary system, supplies nearly all of the area located north of Dudley Street while the high service system supplies the major portion of the area located south of Dudley Street. The low service and high service systems are interconnected through division gates, insuring supplementary fire protection and domestic supply in the event of failure of either service.

It is recommended that the Low Service Water System be retained and be modified or rebuilt in the renewal area as the primary system and that the High Service Water System be modified to supplement the Low Service Water System to accommodate the proposed land developments.

The City of Boston, Public Works Department, Water Division, has complete jurisdiction over the entire water system in the City. Information assembled from the records and drawings of the Water Division, along with supplementary information from Charles A. Maguire's report entitled, "Preliminary Studies of Existing Utility Systems", was used in formulating the conclusions and recommendations specified for the two water systems. The Charles A. Maguire report was prepared in 1964 for the Boston Redevelopment Authority. This report included a review of reports prepared by the Fire Underwriters Metropolitan District Commission and other agencies.

Low Service Water The existing Low Service Water System is the primary system in the renewal project and supplies the water for fire protection, and domestic, commercial and industrial use. The system is old and was installed between the late 1800's and the mid 1910's. As the area developed, the existing system was modified and developed into a grid pattern to assure uniformed distribution.

The majority of the low service mains in the renewal area are unlined cast iron and were installed before the present standards of the City of Boston Public Works Department, Water Division were adopted. The standards specify cement lined, external coated-cast iron pipe and a minimum 8" pipe size. The City of Boston is now in the process of replacing all 6" pipe in the existing systems with the minimum size required by the standards.

From the information available, the City of Boston transmission mains are considered to be capable of delivering an adequate volume of water to the project area. However, the 24" low service main on Dudley Street is reported as receiving an insufficient volume of water. The cause of this deficiency is directly related to tuberculation, which is known to exist in the older and smaller mains. Under the proposed street arrangements, all the existing mains will be replaced where required and new increased size mains will be installed in new and rebuilt streets. The majority of the smaller mains north on New Dudley Street will be eliminated because they occur in streets which will be abandoned. The existing 24" main on Dudley Street and Roxbury Street, along with the 16" main on Shawmut Avenue, will be cleaned and cement-lined to assure maximum delivery of water to the renewal area. The old undersize mains

in the rehabilitation area south of New Dudley Street will be replaced with new 8" mains, which will provide improved capacity to the existing grid pattern.

For material specifications, see Appendix "B", Table 6, and revision to the existing system as described above, see Drawings W1.1 and W2.2.

High Service Water The existing high service water system within the renewal area is confined to the extreme southern perimeter with a feeder entering from Columbus Avenue at Roxbury Crossing and running through Roxbury and Dudley Streets to Dudley Square. The system is supplied from the M.D.C. high pressure feeder mains. The system was installed in the late 1800's and the mid 1910's with its primary function to supply high service water to the area south of Roxbury and Dudley Streets and to supplement the low service water system by providing domestic and commercial water and fire protection to areas having a high populated density.

There is no High Pressure Fire System within the limits of the Campus High School Project. The low service water system, which is supplemented by the high service water system at the southern perimeter of the project, supplies all the fire protection in the area. A survey that was conducted by the National Board of Fire Underwriters in 1950 concluded that the existing water system in this area was unable to produce group hydrant flows that would satisfy N.B.F.U. requirements.

Before any recommendation can be made to correct the deficiency of the existing water system pertaining to fire protection in this area, a decision must be made to determine the future fire protection requirements. The revisions planned to the existing high service water system is the replacement of the 12 inch high service main in Roxbury and Dudley Streets to Washington Street and to replace all the existing 6 inch mains with 8 inch mains.

Under the revisions proposed to the Low Service and High Service Water Systems in the area, an adequate supply of water will be available for the proposed developments in the renewal area. To insure maximum flexibility and ease of maintenance between the high service and low service water systems, the City of Boston Public Works Department, Water Division has a policy of installing division gate valves between the two systems. For material specifications, see Table 5, Appendix "B"; for revision to the existing systems, see Drawings W1.1 and W2.2.

SURFACE DRAINAGE AND SANITARY SEWER SYSTEM

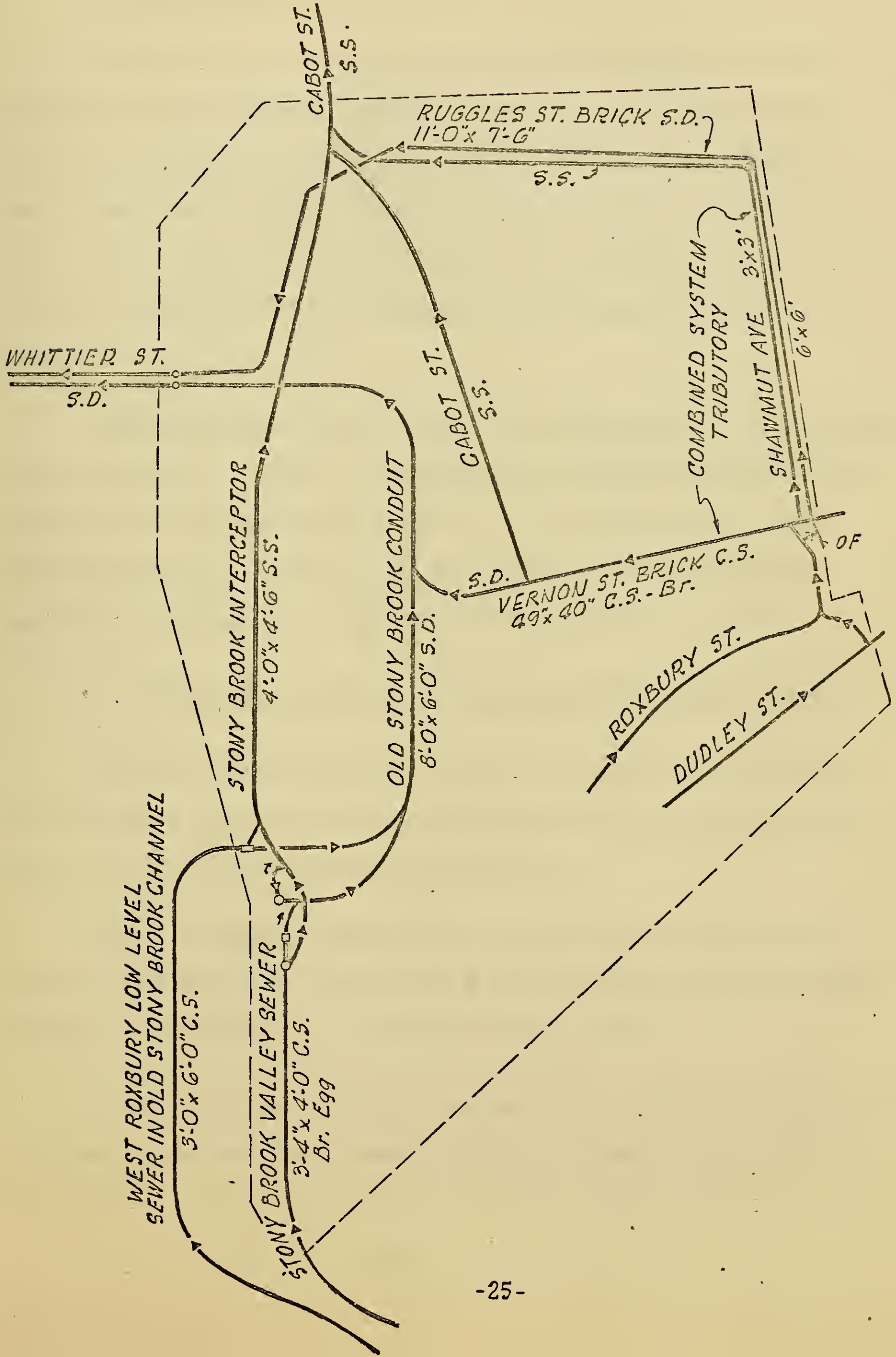
The renewal area has approximately 60 percent of its sanitary and surface drainage system separated. However, this system discharges into combined sewers that run through the area as interceptors or conduits, thus negating the value of separate systems.

Of the 8.3 miles of sanitary and surface drainage flow running through the renewal area, only a small percentage comes from the area itself. Most of the flow comes from outside of the area, namely, from the south-west (Jamaica Plain area) and the east (Washington Park area). The majority of the sewers and surface drains were installed in the late 1800's and early 1900's. The existing system appears to be adequate to handle the present day flows. However, due to the proposed street adjustments and the intended land use, extensive revisions to the existing systems will be necessary.

There are six major existing systems acting as conduits or interceptors through the renewal area. They are:

1. Stony Brook Valley Sewer
2. West Roxbury Low Level Sewer in Old Stony Brook Channel
3. Old Stony Brook Conduit
4. Stony Brook Interceptor
5. Ruggles Street Old Brick Combined Sewer (from Shawmut and Tremont)
6. Vernon Street Combined Sewer (from Shawmut)

EXISTING MAJOR SEWERS IN THE CAMPUS HIGH SCHOOL URBAN RENEWAL AREA



1. Stony Brook Valley Sewer

The Stony Brook Valley Sewer is located in Columbus Avenue and enters the renewal area at Elmwood and Roxbury Streets running down Elmwood Street. The high sections of the Stony Brook Valley water-shed area in Roxbury, Jamaica Plain, West Roxbury, Hyde Park, and portions of the Parker Hill-Fenway and Roxbury-North Dorchester GNRP areas are tributaries to the Stony Brook Valley sewer.

The flow in this sewer or conduit within the renewal area consists, for the most part, of sewage. However, under storm conditions, this sewage flow is diluted with storm water. Low flows from this sewer discharge through a 24" pipe to the Stony Brook interceptor and the high flows discharge over a weir to the Old Stony Brook conduit.

2. West Roxbury Low Level Sewer in Old Stony Brook Channel

The West Roxbury Low Level Sewer is located in the Old Stony Brook Channel or conduit in Columbus Avenue and Tremont Street, and enters the renewal area at Linden Park Street.

It is primarily a sanitary sewer discharging at low flow to the Stony Brook Interceptor at Linden Park and Hampshire Streets and discharging at high flow into the Old Stony Brook conduit.

It serves the low sections of the Stony Brook Valley drainage area in Roxbury, Jamaica Plain, West Roxbury and Hyde Park and a system

of combined sewers in the Parker Hill-Fenway area. It does not, however, serve any of the combined systems in the renewal area.

3. Old Stony Brook Conduit

The Old Stony Brook Conduit begins on Elmwood Street as an 8' x 6' concrete conduit, runs to the south of and parallel to Simmons Street, thence to Downing Street, and then proceeds down Whittier Street to Hampshire Street, at which point it becomes a double concrete conduit where it joins the old brick conduit from Hampshire Street, Ruggles Street and Shawmut Avenue. From this point, the conduit continues down Whittier Street out of the renewal area to Forsythe Street, thence to discharge to the Fens Pond.

This conduit, which drains approximately 640 acres, serves primarily as a storm overflow channel for a system of combined sewers. Most of the flow is contributed by the storm overflows from the combined system tributary to the 42" x 66" brick sewer in Shawmut Avenue emptying from Vernon and Ruggles Streets and the overflow from the Stony Brook Valley sewer at Elmwood Street.

4. Stony Brook Interceptor

The Stony Brook Interceptor originates in the project at Elmwood Street near Linden Park Street. It extends along Hampshire Street to Whittier Street, thence through the Whittier Street Housing Development area to Cabot and Ruggles Streets, and thence along Cabot Street leaving the area at Cabot and Weston Streets.

This conduit receives the flows from the Stony Brook Valley sewer, the West Roxbury Low Level sewer and a system of combined sewers in the area. The total area tributary to the Stony Brook Interceptor encompasses Jamaica Plain, West Roxbury, Hyde Park, a portion of the Roxbury-North Dorchester area, and a small portion of the Parker Hill-Fenway GNRP area.

The interceptor has a limited capacity and carries sewage primarily. However, under storm conditions, this sewage flow is diluted with storm water.

At present, the Stony Brook Interceptor discharges into the Boston Main Interceptor at Camden Street. Completion of the proposed Metropolitan District Commission Sewage System Interceptor will divert the flow to the Ward Street Headworks, via the Boston Main Drainage Relief Sewer. This diversion will relieve the occasional surcharged flow conditions in the Stony Brook Interceptor.

5. Ruggles Street Old Brick Combined Sewer from Shawmut Avenue

The Ruggles Street Combined Sewer enters Shawmut Avenue at Vernon Street where it picks up some flow from an overflow from the Vernon Street combined system tributary at the intersection of Vernon Street and Shawmut Avenue. This sewer line turns north on Shawmut Avenue and carries the flow to Ruggles Street in a 6' 6" brick combined sewer and then flows northwest on Ruggles Street in an 11' x 7'-6" cement concrete combined sewer picking up local storm drainage on its way.

At the intersection of Ruggles and Cabot Streets, the sewer turns south and carries the flow through the Whittier Street Housing area in an 11' x 7'-6" brick and cement concrete combined sewer to Whittier Street where it empties into the double 8'-3" x 9'-6" cement concrete channels, also a combined sewer. The discharge out of the renewal area is via Forsythe Street to the Fens Pond.

6. Vernon Street Combined System Tributary Sewer from Shawmut Avenue

The Vernon Street Tributary Sewer enters the renewal area at Dudley Square as a 48" x 32" combined sewer from the Washington Park Renewal Area through Washington Street, combining with a 39" x 26" combined sewer from Dudley Street, thence along Guild Row to Shawmut Avenue. The sewer turns north on Shawmut Avenue and runs to Vernon Street in a 42" x 66" combined conduit with an overflow to the Ruggles-Shawmut Avenue sewer. It then flows northwest on Vernon Street and discharges into a 2' x 3' combined sewer in Cabot Street.

At high flows, this sewer overflows at Cabot Street and continues down Vernon discharging into the Old Stony Brook conduit.

At higher flows (15. 7), this sewer also discharges to the Cabot Street Clay Pipe Sewer.

Information assembled from records and drawings of the City of Boston, Public Works Department, Sewer Division, along with supplementary information from Charles A. Maguire's report entitled, "Preliminary Studies of Existing Utility Systems, prepared in 1964,

indicates that the existing sanitary system is adequate for the present land use.

Separate System versus Combined System

The separation of the local combined sewerage systems is a necessity and is also considered an asset to any proposed renewal area. Renewal projects now under construction and those contemplated by the Boston Redevelopment Authority, such as the Government Center, Washington Park and Waterfront Project, have all been provided with separated sewer systems.

The present combined sewerage systems within the Campus High School Project, together with the combined sewerage systems that pass through the area, all contribute their share to the pollution of the various receiving waters. A reduction in the pollution of the receiving waters would result from separating the sewer systems within the project area and where feasible, the separation of sewage overflow from the existing combined systems. This would also avoid any capacity increase to the existing sanitary system that could cause sewer problems if left combined.

Surface Drainage System

The surface drainage system in the renewal area will be divided into two systems to be compatible with the proposed and existing land use. The drainage system serving Elmwood Street, Roxbury Street and that portion of New Dudley Street from Roxbury Street to Elmwood Street, will be discharged into the Old Stony Brook Conduit. The drainage of the south-

east section of the project will be collected by the proposed drainage systems in Guild Row and Shawmut Avenue, which empty into the storm drain in the Ruggles Street drainage system. The drainage of the area north of New Dudley Street to South Service Drive is also collected by the Ruggles Street drainage system, which leaves the renewal area through the Old Stony Brook conduit.

Sanitary System Modifications

The existing sewers in the renewal area will be retained as sanitary sewers where feasible, because (1) the number of house connection alternations will be minimized; (2) the construction of new sanitary sewers will be avoided where possible; (3) the existing system can be altered and expanded readily to include all new street arrangements and, where necessary, provide additional capacity for the proposed developments. In the rehabilitation area, only minor changes were made to completely separate the existing combined systems, while all new sanitary sewers were provided in the new proposed streets in the areas to be redeveloped. Because of the high cost that would be involved in relocating the existing sanitary systems in Cabot Street from Ruggles Street to South Service Drive and the portion of Ruggles Street that is being abandoned, it is recommended that a proposed utility easement be acquired and these existing sanitary systems be maintained.

The major change planned in the existing sanitary system is the relocation of the West Roxbury Low Level Sewer in Old Stony Brook Channel and the Stony Brook Valley Sewer. The West Roxbury Low

Level Sewer in the Old Stony Brook Channel will be abandoned in Tremont and Linden Park Streets because of the construction of the Proposed Interstate Route 95. This sewer will be relocated in New Dudley Street and in Elmwood Street where the Stony Brook Valley Sewer is located. Elmwood Street will be abandoned north of New Dudley Street where the proposed visual and performing arts center of the Campus High School site is to be constructed over the following existing sewers: (1) Stony Brook Valley Sewer ; (2) the overflow line, which includes a weir and tide gate, to the Old Stony Brook Conduit; (3) the relocated West Roxbury Low Level Sewer in Old Stony Brook Channel. As a result of locating the proposed building over these existing sewers, it will be necessary to relocate the West Roxbury Low Level Sewer in Old Stony Brook Channel and the Stony Brook Valley Sewer in the New Dudley Street alignment. A proposed utility easement will be required to be taken from New Dudley Street to the existing Stony Brook Interceptor and the Old Stony Brook Conduit.

For material specification of the surface drainage and sanitary system, see Appendix "B", Table 5. For details of the new surface drainage and sanitary system, see Drawings S1. 1 and S2. 2.

POLICE SIGNAL AND FIRE ALARM SYSTEMS

General

The Police Signal System in the City of Boston is under the jurisdiction of the Boston Police Department, Signal Division. The Fire Alarm System in the City of Boston is under the jurisdiction of the Boston Fire Department, Alarm Division. Both existing systems in the project area are considered adequate and in satisfactory condition by the respective governing agencies for the present land use.

Recommendations

The recommendations include revisions and expansion of the existing systems to be compatible with the proposed street adjustments and land developments.

The Police Signal and Fire Alarm Systems in the City of Boston are installed in underground conduits in the New England Telephone Company main duct bank where available. All other material, conduits, wire, etc. required to complete the systems, is furnished, installed and maintained by the respective governing agencies.

The proposed recommended changes to the existing system will provide adequate protection for the renewal area and will be installed in accordance with the applicable standards and regulations of the Police Signal and Fire Alarm Divisions. The specific changes required to revise the systems are shown on Drawings No. C1 and C2. These drawings have been reviewed and approved by the governing agencies.

STREET AND PARK LIGHTING

General

The present lighting system in the renewal area consists of a combination of wood, iron and concrete standards with top mounted and cantilever fixtures. The sparse replacement of some of the standards and luminaires with modern up-to-date lighting is the only evidence of any updating of facilities in the entire area. While most of the major streets have lighting that could be classed as fairly modern, there are a great many streets with no lighting at all, or lighting dating back to the 19th century. The power supply for the lighting system is provided and served by the Boston Edison Company for the City of Boston.

Recommendations

Good lighting is mandatory for this type of rehabilitation and renewal project. All the existing lighting should be removed and a completely new lighting system should be installed in accordance with the City of Boston, Public Works Department, Lighting Division Standards. The light fixtures and standards should be selected to enhance the image of the proposed development within the project, such as at the Campus High School and the residential communities.

The revisions to the existing lighting system in the project area are shown on drawings L1 and L2. For lighting requirements by street classification, see Appendix "B", Table 6.

M.B.T.A. POWER FEEDER DUCT BANKS

The Massachusetts Bay Transportation Authority maintains and operates an underground grid of cables that are buried in conduit banks within the rights-of-way of some of the existing streets. These cables supply the necessary power to their systems.

There are two existing duct banks in the Campus High School Project. One underground duct bank traverses the project within the right-of-way of Dudley Street, while the other duct bank enters the project at the intersection of Tremont and Linden Park Streets and is installed in the rights-of-way of Linden Park and Roxbury Street to Washington Street.

The existing duct bank in the Dudley Street right-of-way is not in service at the present time, however, the power cables will remain. This duct will not be disturbed by any construction in the renewal area.

The existing duct bank in the rights-of-way of Linden Park Street and Roxbury Street will be abandoned. A new duct bank, compatible with the proposed land development, will be located in the rights-of-way of the Inbound Service Drive and New Dudley Street to Washington Street.

The cost estimates pertaining to the M.B.T.A. is included in the project "Site Improvement Estimate" under Code (1) entitled "Demolition and Site Clearance". See Drawings C1 and C2 for revisions to the existing duct banks.

PRIVATE UTILITIES

General

Within the existing rights-of-ways of the streets in the Campus High School Project, there are one or more of the following principal utility systems:

1. Electric Power - Boston Edison Co.
2. Telephone - New England Telephone Co.
3. Gas - Boston Gas Co.
4. Alarm System - Boston Low Tension Wire Assoc.

The proposed new street arrangements and the existing street adjustments will cause the necessity of making revisions to the existing private utility systems. The area north of Roxbury Street will have the greatest need of revisions to them, because of the totally revised street arrangements. During the design and construction period for the project improvement, sufficient time must be allowed for the orderly arrangement of the revised private utilities installed within the proposed streets.

Electric Power

The electric power system consists of cables in buried conduits within the street right-of-ways and a distribution substation. The cables provide the basic distribution system within the project area. The existing streets north of proposed New Dudley Street will be totally abandoned with the exception of the portion of Ruggles, Cabot and Whittier Streets that are being retained. The power cables in Roxbury Street from Linden Park

Street to Washington Street will have to be relocated in the New Dudley Street alignment. New power cables will be provided to service the proposed developments in the renewal area. The distribution substation on Hampshire Street will have to be relocated to be compatible with the proposed Campus High School Site.

Telephone

The primary telephone duct banks exist in the renewal area in Roxbury, Dudley and Ruggles Streets and Shawmut Avenue. The secondary service duct banks or buried conduits in Cabot, Linden Park, and Warwick Streets will be abandoned. The duct bank in Roxbury Street from Linden Park Street to Washington Street will be relocated in the proposed New Dudley Street alignment. There will be new duct banks added and minor revisions made to the existing system to be compatible with the proposed land developments.

Gas

The existing gas mains in the project area will be relocated or abandoned in accordance with the proposed street arrangements. There will be minor changes in the existing gas system to provide service to the new proposed developments. It also may be necessary, dependent upon future arrangement of all utilities within the existing streets right-of-ways, to make further revision to the gas mains.

GEOLOGY

General

The boring information for the project area has been assembled from records of the Boston Society of Civil Engineers, Massachusetts Department of Public Works and the Boston Housing Authority. The boring locations and information has been recorded on Drawings No. B1, B2, BD1 and BD2. The majority of borings are concentrated in the western and northern section of the renewal area. There is no boring information in the south and south-eastern section of the project.

The most recent and detailed borings were taken by the Massachusetts Department of Public Works. The information from their borings were used in conjunction with the design of Proposed Interstate Route 95.

A review of the boring information indicates the extent of varying fill depths over peat and clay in certain areas while others have fill over sand and granular material.

Conclusion and Recommendations

There are certain general conditions that can be derived from the existing information pertaining to the subsoil condition. The subsoil condition in the renewal area is similar to those found in areas of the city proper. Therefore, the design of structures in the area will probably present no special problems not encountered in other sections of the city with similar subsoil conditions. The existing information

indicates that bedrock is not in the area north of New Dudley Street, however, there is ledge outcrop south of New Dudley Street where no borings have been taken. There will be in general local areas of undesirable foundation material and they will require consideration during design of future structures.

APPENDIX "A"

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Archer Terrace	CLASSIFICATION	Interior
FROM	Washington Street	TO	Dead End

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	

PAVEMENT

LENGTH - FT.	100	SURFACE	Dirt	CURB	None
WIDTH - FT.	12	CONDITION	Poor	MEDIAN	None
AREA - S.Y.	133	BASE		LAST CONSTR. DATE	

SIDEWALKS				CURBS			
	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
RIGHT	None			RIGHT	None		
LEFT				LEFT			

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT					
LEFT					
MEDIAN					

SEWERS	WATER
	6" L. S. from Washington St.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Auburn	CLASSIFICATION	Interior
FROM	Vernon	TO	Ruggles

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
40	LIVE 1	PARKING 1	North-East (1 Way)

PAVEMENT

LENGTH - FT.	540	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	24	CONDITION	Poor-Fair	MEDIAN	None
AREA - S.Y.	1440	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	9'	Poor
LEFT	C. Concrete	7'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Poor
LEFT	Granite	6"	F-Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	3	Concrete Single Arm-Mercury Vap	1965	7,000	Good
	1	Iron Single Arm-Incandescent	1914	1,000	Broken-NG
LEFT	2	Concrete Single Arm-Mercury Vap	1965	7,000	Good
	1	Iron Single Arm-Incandescent	1914	1,000	Broken-NG
MEDIAN					

SEWERS	WATER
10" Pipe - Ruggles to Manhole 12" Pipe - Ruggles to Manhole	L. S. - 6" - Vernon to Ruggles

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Bartlett Court	CLASSIFICATION	Interior
FROM	Bartlett Street	TO	Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
12'	LIVE	PARKING	

PAVEMENT

LENGTH - FT.	80	SURFACE	Dirt	CURB	No
WIDTH - FT.	10	CONDITION	Poor	MEDIAN	
AREA - S.Y.	89	BASE		LAST CONSTR. DATE	

SIDEWALKS				CURBS			
	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
IGHT	No			RIGHT	No		
EFT				LEFT			

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT					
EFT					
EDIAN					

SEWERS	WATER

EMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Bonnell Terrace	CLASSIFICATION	Interior
FROM	Washington Street	TO	Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
16'			

PAVEMENT

LENGTH - FT.	70	SURFACE	Bituminous Concrete	CURB	Granite
WIDTH - FT.	10	CONDITION	Very poor	MEDIAN	None
AREA - S.Y.	78	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	Concrete	3'	Fair
LEFT	Concrete	3'	Fair

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite		
LEFT	Granite		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT		Concrete w/arm			
LEFT					
MEDIAN					

SEWERS	WATER
Combined Sewer	Water 4" L. S. from Washington St.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Cabot	CLASSIFICATION	Interior
FROM	Linden Park	TO	Vernon

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
37-40	LIVE 2	PARKING 0	North & South

PAVEMENT

LENGTH - FT.	443	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	24-27	CONDITION	Fair	MEDIAN	None
AREA - S.Y.	1255	BASE		LAST CONSTR. DATE	

SIDEWALKS / CURBS

	SIDEWALKS TYPE	WIDTH	CONDITION		CURBS TYPE	HEIGHT	CONDITION
RIGHT	C. Concrete	6'	Very poor	RIGHT	Granite	6"	Poor
LEFT	C. Concrete	7'	Very poor	LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1 1	Concrete Single Arm-Incandescent Concrete Single Arm-Incandescent	1958 1959	6,000 6,000	Good Good
LEFT	2	Concrete Single Arm-Incandescent	1959	6,000	Good
MEDIAN					

SEWERS

2-10" Pipes - Linden Park to Manhole
12" Pipe - Manhole to Vernon
15" Pipe - Manhole to Vernon
15" Pipe - Linden Park to Vernon

WATER

L. S. - 10"-6"-Linden Park to Vernon

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Cabot	CLASSIFICATION	Interior
FROM	Vernon	TO	Ruggles

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
40-55	LIVE 1	PARKING 1	North - East (1 way)

PAVEMENT

LENGTH - FT.	685	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	27-42	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	2626	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	6'	V. Poor
LEFT	C. Concrete	7'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Good
LEFT	Granite	6"	F-Good

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Wood Top Mounted-Incandescent	1904	10,000	Good
	1	Iron Single Arm	1913	10,000	Broken -NG
LEFT	None				
MEDIAN					

SEWERS

15" Pipe - Vernon to Sumner Pl.

2'-0" x3'-0" Egg-Vernon to Ruggles St.

12" Pipe-Ruggles to Manhole at Church Pl.

4'-6" x 4'-8" - Ruggles to

WATER

L. S. -6"-8"-10" - Vernon to Ruggles

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Cabot	CLASSIFICATION	Interior
FROM	Ruggles	TO	Weston

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
40	LIVE 2	PARKING 0	North & South

PAVEMENT

LENGTH - FT.	235	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	26	CONDITION	Fair	MEDIAN	None
AREA - S.Y.	679	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'	Poor
LEFT	C. Concrete	7'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Good
LEFT	Granite	6"	F-Good

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT					
LEFT	2	Iron Top Mounted-Incandescent	1904	10,000	Good
MEDIAN					

SEWERS

12" Pipe - Ruggles to Weston

15" Pipe - Ruggles to Weston
4'-6"x4'-10" - Ruggles to Weston (Stony Brook Interceptor)

24" Pipe - Ruggles to Weston

2' x 3' Brick Ruggles

WATER

L.S. - 8" - Ruggles to Weston

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Church Place	CLASSIFICATION	Interior
FROM	Cabot	TO	Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
20-30	LIVE	PARKING	None

PAVEMENT

LENGTH - FT.	55	SURFACE	Gravel	CURB	Yes
WIDTH - FT.	22	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	134	BASE		LAST CONSTR. DATE	

SIDEWALKS				CURBS			
	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
RIGHT	Brick	4'	V. Poor	RIGHT	Granite	4"	Poor
LEFT	Brick	4'	V. Poor	LEFT	Granite	4"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Iron Top Mounted-Incandescent	1914	1000	Broken-NG
LEFT	1	Iron Top Mounted-Incandescent	1914	1000	Broken-NG
MEDIAN					

SEWERS	WATER
None	L.S. - 6" - From Cabot for 165'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Connant Place
CLASSIFICATION Interior
FROM King Street
TO Dead End (Private Way)

RIGHT OF WAY - FT. 12	TRAFFIC LANES - NO. LIVE PARKING	TRAFFIC DIRECTION

PAVEMENT

LENGTH - FT. 70	SURFACE Dirt	CURB
WIDTH - FT. 10	CONDITION Poor	MEDIAN
AREA - S.Y. 78	BASE	LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT					
LEFT					
MEDIAN					

SEWERS

Sewer

WATER

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Crawshaw Place
FROM Hampshire Street
CLASSIFICATION Interior
TO Dead End

RIGHT OF WAY - FT. 10	TRAFFIC LANES - NO. LIVE PARKING	TRAFFIC DIRECTION

PAVEMENT

LENGTH - FT. 80	SURFACE Dirt	CURB
WIDTH - FT. 8	CONDITION Poor	MEDIAN
AREA - S.Y. 71	BASE	LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT			

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT			

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT					
LEFT					
MEDIAN					

SEWERS	WATER

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Crossin Place

FROM King Street

CLASSIFICATION Interior

TO Dead End (Private Way)

RIGHT OF WAY - FT. 12	TRAFFIC LANES - NO. LIVE	PARKING	TRAFFIC DIRECTION

PAVEMENT

LENGTH - FT. 80	SURFACE	Dirt	CURB	
WIDTH - FT. 10	CONDITION	Poor	MEDIAN	
AREA - S.Y. 89	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT					
LEFT					
MEDIAN					

SEWERS

8" Pipe from King Street

WATER

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Dallas Place
FROM Cabot
CLASSIFICATION Interior
TO Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
20			None - Private Way

PAVEMENT

LENGTH - FT.	210	SURFACE	Gravel	CURB	None
WIDTH - FT.	12-18	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	350	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
IGHT	C. Concrete (Short Dist.)	2'	V. Poor
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT	1	Conc. Single Arm-Incandescent	1914	1000	Broken-NG
LEFT					
IEDIAN					

SEWERS

12" Pipe - Cabot 165' to Manhole

WATER

L.S. - 6" from Cabot for 230'

EMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Downing	CLASSIFICATION	Interior
FROM	Vernon	TO	Whittier

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
27 - 30	LIVE 1 PARKING	North-East (1 Way)

PAVEMENT

LENGTH - FT.	310	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	16-19	CONDITION	Poor	MEDIAN	None
AREA - S.Y.	602	BASE		LAST CONSTR. DATE	

SIDEWALKS / CURBS

	SIDEWALKS TYPE	WIDTH	CONDITION		CURBS TYPE	HEIGHT	CONDITION
RIGHT	C. Concrete	7'	Poor	RIGHT	Granite	6"	Poor
LEFT	C. Concrete	4'	Poor	LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	None				
MEDIAN					

SEWERS

10" Pipe - Vernon 180' to Manhole

12" Pipe - Manhole to Whittier
10" Pipe - Vernon 250' to Manhole

8'-0"x6'-0" C.C. - Vernon to Whittier
(Old Stony Brook Conduit)

WATER

L.S. - 6" - Vernon to Whittier
for distance 175'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Dudley	CLASSIFICATION	Interior & Boundary
FROM	Roxbury	TO	Washington

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
48 - 70	LIVE 1	PARKING 1	East (1 Way)

PAVEMENT

LENGTH - FT.	1800	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	31-53	CONDITION	Fair	MEDIAN	None
AREA - S.Y.	8400	BASE		LAST CONSTR. DATE	

SIDEWALKS				CURBS			
	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
IGHT	C. Concrete	7'	Poor	RIGHT	Granite	6"	Fair
LEFT	C. Concrete	10'	Poor	LEFT	Granite	6"	Fair

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT	5	Concrete Single Arm-Mercury Vap.	1965	20,000	Good
	1	Concrete Single Arm-Mercury Vap.	1959	20,000	Good
	1	Iron Top Mounted-Incandescent	1914	1,000	Broken-NG
LEFT	6	Concrete Single Arm-Mercury Vap.	1965	20,000	Good
EDIAN					

SEWERS	WATER
39" x 26" Brick - Highland to Washington	L. S. - 24" - Roxbury to Washington
15" Pipe - Highland to Centre	H. S. - 12" - Roxbury to Washington

EMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET Dudley Place
FROM Dudley
CLASSIFICATION Interior
TO Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
15			None

PAVEMENT

LENGTH -FT. 100
WIDTH -FT. - 15
AREA -S.Y. - 167

SURFACE Gravel
CONDITION V. Poor
BASE Gravel

CURB None
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None	Iron-Top mounted incandescent	1914	1,000	Good
LEFT	None				
MEDIAN					

SEWERS

None

WATER

None

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Dunlow	CLASSIFICATION	Interior
FROM	Roxbury	TO	Elmwood (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
20 - 22	LIVE 0 PARKING	None

PAVEMENT

LENGTH - FT.	550	SURFACE	Gravel & Ledge	CURB	Yes
WIDTH - FT.	0-20	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	611	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	Brick	2'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	2"	V. Poor
LEFT	Granite	2"	V. Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	None				
MEDIAN					

SEWERS

12" Pipe - Elmwood 310' to Manhole

WATER

None

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Dunlow Place	CLASSIFICATION	Interior
FROM	Dunlow Street	TO	Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
20			None

PAVEMENT

LENGTH - FT.	215	SURFACE	Gravel	CURB	None
WIDTH - FT.	10-20	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	358	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Iron Top Mounted-Incandescent	1904	1,000	Broken-NG
LEFT	None				
MEDIAN					

SEWERS

9" Pipe - Dunlow 80' to Manhole

WATER

None

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Elmwood
CLASSIFICATION Interior
FROM Roxbury
TO Linden Park

RIGHT OF WAY - FT. 40 - 45	TRAFFIC LANES - NO. LIVE 2 PARKING	TRAFFIC DIRECTION North-East & South-West

PAVEMENT

LENGTH - FT. 935	SURFACE Asphalt	CURB Yes
WIDTH - FT. 23-1/2 - 32-1/2	CONDITION Fair to V. Poor	MEDIAN None
AREA - S.Y. 2909	BASE	LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	Brick - C. Conc.	6'-6"	V. Poor
LEFT	C. Concrete	10'& 6'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Poor
LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	4	Wood Single Arm-Incandescent	1959	2,500	Good
	1	Iron Top Mounted-Incandescent	1913	10,000	Good
	1	Iron Top Mounted-Incandescent	1904	10,000	Poor
LEFT					
MEDIAN					

SEWERS

4'-6"x5'-0" Brick Egg (Stony Brook Valley Sewer) - Roxbury to King

3'-4"x4'-0" Brick Egg (Stony Brook Valley Sewer) King to 45' beyond Dunlow

4'-0"x4'-6" C.C. - 45' beyond Dunlow to Linden Park (Stony Brook Interceptor)

8'x6' C.S. - 45' beyond Dunlow to 90' beyond Dunlow off Street ROW (Old Stony Brook Channel)

WATER

L. S. - 6"-8" - Roxbury to Linden Park

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Elmwood Place
FROM Elmwood

CLASSIFICATION Interior
TO Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
22			None

PAVEMENT

LENGTH - FT. 200
WIDTH - FT. 15-18
AREA - S.Y. 367

SURFACE Gravel-Asphalt
CONDITION V. Poor
BASE

CURB Yes
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	Asphalt-C. Concrete	3'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	Granite	4"	Fair

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Wood Single Arm-Incandescent	1947	1000	Fair
LEFT					
MEDIAN					

SEWERS

8" Pipe - Elmwood for 180' to Dead End

WATER

L. S. - 6" - From Elmwood for 220'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Gay	CLASSIFICATION	Interior
FROM	Roxbury	TO	Linden Park

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
17	LIVE 1	PARKING	North

PAVEMENT

LENGTH - FT.	275	SURFACE	Gravel-Asphalt	CURB	None
WIDTH - FT.	11-13	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	366	BASE		LAST CONSTR. DATE	

SIDEWALKS				CURBS			
	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
RIGHT	Brick	4'-6"	V. Poor	RIGHT	Granite	6"	Fair
LEFT	None			LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	2	Iron Top Mounted-Incandescent	1914	1000	Broken-NG
LEFT					
MEDIAN					

SEWERS	WATER
None	L.S. - 6" - From Linden Park for 70'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02143

STREET Guild Row
CLASSIFICATION Interior
FROM Roxbury
TO Dudley

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
60	LIVE 2	PARKING 2	South (1 Way)

PAVEMENT

LENGTH - FT. 150
WIDTH - FT. 43
AREA - S.Y. 716

SURFACE Asphalt
CONDITION Poor
BASE

CURB Yes
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	10'	Poor
LEFT	C. Concrete	7'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Poor
LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	None				
MEDIAN					

SEWERS

42" x 66" Brick - Roxbury to Dudley

WATER

L. S. - 6" - Roxbury to Dudley

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Hampshire
CLASSIFICATION Interior
FROM Linden Park
TO Vernon

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
40-1/2	LIVE 2 PARKING	South-West & North-East

PAVEMENT

LENGTH - FT.	630	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	27	CONDITION	Poor	MEDIAN	None
AREA - S.Y.	1900	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'	V. Poor
LEFT	C. Concrete	6'-6"	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Poor
LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	1	Iron Top Mounted-Incandescent	1913	10,000	Good
	1	Iron Top Mounted-Incandescent	1904	10,000	Good
MEDIAN					

SEWERS	WATER
4'-0"x4'-6" C. C. -Linden Park to Vernon 12" Pipe - Linden Park to Vernon	L.S. - 8"- Linden Park to Vernon

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Hampshire	CLASSIFICATION	Interior
FROM	Vernon	TO	Whittier

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
40-1/2	LIVE 2 PARKING 1	South-West & North-East

PAVEMENT

LENGTH - FT.	350	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	27	CONDITION	Poor	MEDIAN	None
AREA - S.Y.	1050	BASE	Granite Block	LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'	Poor
LEFT	C. Concrete	6'-6"	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Poor
LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Iron Top Mounted-Incandescent	1913	10,000	Good
LEFT					
MEDIAN					

SEWERS

4'-0"x4'x6" C.C. - Vernon to Whittier (Stony Brook Interceptor)

12" Pipe - Whittier to Manhole 20' from Vernon

WATER

L.S. - 8" - Vernon to Whittier

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Haskins	CLASSIFICATION	Interior
FROM	Vernon	TO	Ruggles

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
33	LIVE 2	PARKING	North-East & South-West

PAVEMENT

LENGTH - FT.	620	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	22	CONDITION	Good	MEDIAN	None
AREA - S.Y.	1515	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	6'	Poor
LEFT	C. Concrete	5'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F. Good
LEFT	Granite	6"	F. Good

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	3	Concrete Single Arm-Incandescent	1959	2,500	Good
LEFT	1	Concrete Single Arm-Incandescent	1959	2,500	Good
MEDIAN					

SEWERS	WATER
15" Pipe - Ruggles to Manhole 190' from Vernon 12" Pipe - 190' from Vernon to Manhole 30' from Vernon 18" Pipe - Ruggles to Manhole 200' from Ruggles 15" Pipe - Manhole 200' from Ruggles to Manhole 420' from Ruggles 10" Pipe - Manhole 420' from Ruggles to Manhole 40' from Vernon	L. S. - 12" - Vernon to Ruggles

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Hubert	CLASSIFICATION	Interior
FROM	Westminster	TO	Shawmut

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
41			None (Street Closed)

PAVEMENT

LENGTH - FT.	440	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	27	CONDITION	Good	MEDIAN	None
AREA - S.Y.	1320	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'	V. Poor
LEFT	C. Concrete	7'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	V. Poor
LEFT	Granite	6"	V. Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Conc. Single Arm - Incandescent	1914	1,000	V. Poor
LEFT	2	Iron Top Mounted - Incandescent	1914	1,000	Broken-NG
	1	Conc. Single Arm - Incandescent	1914	1,000	Broken-NG
MEDIAN					

SEWERS

12" Pipe - Manhole 40' from Sahwmut to Manhole 90' from Westminster
10" Pipe - Shawmut to Manhole 190' from Shawmut
12" Pipe - Manhole 190' from Shawmut to Manhole 90' from Westminster

WATER

L. S. - 8" - 6" Westminster to Shawmut

REMARKS Street Closed off 200' from Shawmut - now considered dead ended.

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Kenesaw Terrace	CLASSIFICATION	Interior
FROM	Linden Park	TO	Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
18	LIVE	PARKING	None

PAVEMENT

LENGTH - FT.	260	SURFACE	Gravel	CURB	None
WIDTH - FT.	0-18	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	260	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Iron Top Mounted-Incandescent	1914	1000	Broken-NG
LEFT	None				
MEDIAN					

SEWERS	WATER
12" Pipe - Linden Park 240' to Manhole	L. S. - 6" - From Linden Park for 180'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Kenilworth
FROM Dudley
CLASSIFICATION Interior
TO Dudley (West to East)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
50	LIVE 1 PARKING 1	East (1 Way)

PAVEMENT

LENGTH - FT. 635
WIDTH - FT. 28
AREA - S.Y. 1975

SURFACE Asphalt
CONDITION Good
BASE

CURB Yes
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	12	Poor
LEFT	C. Concrete	10	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Good
LEFT	Granite	6"	Good

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	2	Wood Single Arm-Mercury Vap.	1967	7,000	Good
	2	Concrete Single Arm-Mercury Vap	1967	7,000	Good
	1	Iron Single Arm-Incandescent	1914	1,000	Broken-NG
LEFT	1	Concrete Single Arm-Mercury Vap	1967	7,000	Good
	1	Iron Single Arm-Incandescent	1914	1,000	V. Poor
MEDIAN					

SEWERS

12" Pipe - Dudley 340' to Dead End

WATER

H. S. - 6" - Dudley to Dudley
(West to East)

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Kent	CLASSIFICATION	Interior
FROM	Roxbury	TO	Vernon

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
30	LIVE 1	PARKING	South (1 Way)

PAVEMENT

LENGTH - FT.	425	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	18	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	850	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	6'	V. Poor
LEFT	C. Concrete	6'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Good
LEFT	Granite	6"	F-Good

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Conc. Single Arm-Incandescent	1914	1,000	V. Poor
LEFT	1	Iron Top Mounted-Incandescent	1914	1,000	V. Poor
MEDIAN					

SEWERS

15" Pipe - Vernon 170' to Manhole
12" Pipe - Manhole 170' from Vernon to Manhole
18"x24" Brick - Roxbury to Vernon
10" Pipe - Manhole to Manhole

WATER

L.S. - 6" - Roxbury to Vernon

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	King	CLASSIFICATION	Interior
FROM	Roxbury	TO	Elmwood

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
32	LIVE 2	PARKING	North & South

PAVEMENT

LENGTH - FT.	450	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	20	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	100	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
IGHT	C. Concrete	4'-0" 5'-6"	V. Poor V. Poor
EFT	C. Conc. -Asphalt	4'-0" 5'-6"	V. Poor V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Poor
LEFT	Granite	6"	F-Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT	1	Iron Top Mounted-Incandescent	1914	1,000	Broken-NG
EFT	1	Iron Top Mounted-Incandescent	1914	1,000	Broken-NG
EDIAN					

SEWERS	WATER
12" Pipe - Elmwood to Manhole 100' from Roxbury	L.S. - 6" - Roxbury to Elmwood

EMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET King Terrace
CLASSIFICATION Interior
FROM King Street
TO Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
20'	LIVE	PARKING	

PAVEMENT

LENGTH - FT.	110	SURFACE	Concrete	CURB	
WIDTH - FT.	16	CONDITION	V. Poor	MEDIAN	
AREA - S.Y.	195	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
IGHT	Concrete	4	V. Poor
LEFT			

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite		V. Poor
LEFT			

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT					
LEFT					
EDIAN					

SEWERS	WATER
	6" L. S. from King Street

EMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Lambert Avenue
CLASSIFICATION Interior
FROM Bartlet
TO Kenilworth

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
31	LIVE 2 PARKING	North-East & South-West

PAVEMENT

LENGTH - FT. 222	SURFACE Asphalt	CURB Yes
WIDTH - FT. 19	CONDITION Good	MEDIAN None
AREA - S.Y. 469	BASE	LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	6'	Poor
LEFT	C. Concrete	6'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Fair
LEFT	Granite	6"	Fair

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	1	Wood Single Arm-Mercury Vap	1967	3,500	Good
MEDIAN					

SEWERS

6" Pipe (Private) - Dudley 100' to Dead End

WATER

H.S. - 12" - Bartlett to Kenilworth

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Lamont	CLASSIFICATION	Interior
FROM	Linden Park	TO	Vernon

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
20-1/2 - 23	LIVE 1 PARKING	South (1 way)

PAVEMENT

LENGTH - FT.	500	SURFACE	Conc. & Asphalt	CURB	Yes
WIDTH - FT.	12-1/2 15	CONDITION	Poor	MEDIAN	None
AREA - S.Y.	1042	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	4"	V. Poor
LEFT	C. Concrete	4"	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Good
LEFT	Granite	6"	F-Good

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Conc.-Single Arm - Incandescent	1914	1,000	Broken-NG
LEFT	1	Iron-Top Mounted - Incandescent	1914	1,000	Broken-NG
	1	Conc. - Top Mounted - Incandescent	1914	1,000	Broken-NG
MEDIAN					

SEWERS	WATER
10" Pipe-Manhole 30' from Linden Park to Manhole 170' from Linden Park 12" Pipe-Manhole 170' from Linden Park to Manhole 220' from Linden Park 24" Pipe-Manhole 220' from Linden Park to Vernon 10" Pipe-Manhole 40' from Linden Park to Vernon	L.S. - 8" - Linden Park to Vernon

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Linden Avenue
CLASSIFICATION Interior
FROM Linden Park
TO Lamont (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
24	LIVE 1 PARKING 0	East & West (2 Way)

PAVEMENT

LENGTH - FT. 320	SURFACE Gravel & Asphalt	CURB None
WIDTH - FT. 15-24	CONDITION V. Poor	MEDIAN None
AREA - S.Y. 711	BASE	LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT			

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT			

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	2	Wood-Single Arm	1960	2,500	Good
	1	Concrete-Single Arm	1960	2,500	Fair
MEDIAN					

SEWERS	WATER
8" Pipe - Lamont to Dead End 30' from Linden Park	L. S. - 6" - Linden Park to Lamone

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Linden Park	CLASSIFICATION	Interior
FROM	Roxbury	TO	Tremont (area boundary)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
42-50	LIVE 1	PARKING	South - East (1 Way)

PAVEMENT

LENGTH - FT.	1445	SURFACE	Granite Block-Asphalt	CURB	Yes
WIDTH - FT.	28-30	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	4656	BASE	Granite Block-Gravel	LAST CONSTR. DATE	

	SIDEWALKS				CURBS		
	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
RIGHT	C. Concrete	7'	Poor	RIGHT	Granite	6"	Fair
LEFT	C. Conc. & Brick	9'-6"	Poor	LEFT	Granite	6"	Fair

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	4	Concrete-Single Arm-Incandescent	1959	4,000	Good
	2	Wood-Single Arm-Incandescent	1959	4,000	Good
LEFT	1	Wood-SingleArm - Incandescent	1945	10,000	Good
	2	Concrete-Single Arm-Incandescent	1959	4,000	Good
MEDIAN					

SEWERS

10" Pipe - Roxbury to Cabot
12" Pipe - Cabot to Kenesaw
10" Pipe - Kenesaw to Linden Ave.
12" Pipe - Linden to Stony Brook Culvert
8" Pipe - Roxbury to Cabot
12" Pipe - Cabot to Manhole
10" Pipe - Manhole to Elmwood St.
9" Pipe - Tremont to Hampshire
3' x 6' Brick - Tremont to
4'-4" x 5'-6" C. C.

WATER

L. S. - 12" Roxbuty to Tremont

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Malbon Place	CLASSIFICATION	Interior
FROM	Roxbury	TO	Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
12-15	LIVE	PARKING	

PAVEMENT

LENGTH - FT.	220	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	9-12	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	257	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	3'	V. Poor
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	4"	V. Poor
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	None				
MEDIAN					

SEWERS	WATER
None	L.S. - 6" - From Roxbury for 265'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Marble
FROM Warwick
CLASSIFICATION Interior
TO Westminster

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
37			None - Street Closed

PAVEMENT

LENGTH - FT. 360
WIDTH - FT. 24
AREA - S.Y. 960
SURFACE Asphalt
CONDITION Poor
BASE
CURB Yes
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS / CURBS

	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
RIGHT	C. Concrete	6'-6"	V. Poor	RIGHT	Granite	6"	Poor
LEFT	C. Concrete	6'-6"	V. Poor	LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	2	Iron Top Mounted-Incandescent	1912	10,000	Fair
MEDIAN					

SEWERS

12" Pipe - Warwick to Westminster

10" Pipe - Warwick to Manhole 40' from Westminster

WATER

L. S. - 8" - Warwick to Westminster

REMARKS Street Blocked Off - No longer in use.

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Oakburn Avenue	CLASSIFICATION	Interior
FROM	Auburn	TO	Ruggles

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
21 - 29	LIVE 1	PARKING	South-West & East (1 Way)

PAVEMENT

LENGTH - FT.	525	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	12 & 18	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	927	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	5'-6"	V. Poor
LEFT	C. Concrete	3'-6" 5'-6"	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Poor
LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	2	Iron-Single Arm-Incandescent	1914	1,000	Broken-NG
LEFT	1	Iron-Top Mounted-Incandescent	1914	1,000	Broken-NG
MEDIAN					

SEWERS	WATER
15" Pipe - Ruggles 370' to Manhole 12" Pipe - Ruggles 360' to Manhole	L.S. - 6" - Auburn to Ruggles

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Perkins Place
CLASSIFICATION Interior
FROM Roxbury
TO Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
24			None

PAVEMENT

LENGTH - FT. 60
WIDTH - FT. 15
AREA - S.Y. 100
SURFACE Asphalt
CONDITION Good
BASE Gravel
CURB Yes
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS / CURBS

	SIDEWALKS TYPE	WIDTH	CONDITION		CURBS TYPE	HEIGHT	CONDITION
RIGHT	C. Concrete	3'	V. Poor	RIGHT	None		
LEFT	C. Concrete	6'	V. Poor	LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	1	Iron-Top Mounted-Incandescent	1914	1,000	Broken-NG
MEDIAN					

SEWERS

None

WATER

L.S. - 4" - Roxbury to 130'
Perkins Place

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129
STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Putnam
FROM Dudley
CLASSIFICATION Interior
TO Roxbury

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
35-1/2	LIVE 2	PARKING	North & South

PAVEMENT

LENGTH - FT. 285
WIDTH - FT. 23
AREA - S.Y. 728
SURFACE Asphalt
CONDITION Good
BASE
CURB Yes
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	6'	Poor
LEFT	C. Concrete	6'-6"	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Fair
LEFT	Granite	6"	Fair

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	2	Concrete-Single Arm-Mercury Vap	1965	7,000	Good
LEFT	1	Concrete-Single Arm-Mercury Vap	1965	7,000	Good
MEDIAN					

SEWERS

None

WATER

L.S. - 6"- Dudley To Roxbury

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Putnam Place	CLASSIFICATION	Interior
FROM	Roxbury	TO	Putnam Street (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
5 - 20			

PAVEMENT

LENGTH - FT.	280	SURFACE	Gravel	CURB	None
WIDTH - FT.	5-20	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	455	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Wood Single Arm-Incandescent	1914	1,000	Poor
LEFT	1	Iron Top Mounted-Incandescent	1914	1,000	Broken-NG
MEDIAN					

SEWERS	WATER
8" Pipe - Roxbury to Dead End 6" Pipe - Roxbury to Dead End	L. S. - 6" - From Roxbury for 180'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Roxbury	CLASSIFICATION	Interior & Boundary
FROM	Shawmut	TO	Elmwood

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
50-70	LIVE 2 PARKING	West (1 Way)

PAVEMENT

LENGTH - FT.	2510	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	30-50	CONDITION	Fair-Poor	MEDIAN	None
AREA - S.Y.	11992	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'-10"	Poor
LEFT	C. Concrete	10'-6"	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Poor
LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	3	Iron-Top Mounted-Incandescent	1940	10,000	Good
	2	Concrete Single Arm-Mercury Vap	1957	20,000	Good
	1	Wood Single Arm-Mercury Vap.	1957	20,000	Good
LEFT	1	Iron Single Arm-Incandescent	1914	1,000	Broken-NG
	4	Concrete Single Arm-Mercury Vap	1957	20,000	Good
	2	Iron-Top Mounted-Incandescent	1904	1,000	Good
	1	Concrete-Double Arm-Mercury Vap	1957	2(20,000)	Good
MEDIAN	2	Wood Single Arm-Mercury Vap.	1957	20,000	Good

SEWERS

39"x26" Brick-Shawmut to Manhole 200' beyond Malbon Place

1'-4"x1'-0" Brick-Manhole 240' beyond Malbon Place to Manhole on Stony Brook Valley Sewer at intersection Elmwood & Linden Park

WATER

L.S. - 12"-6"-Shawmut to Dudley

L.S. -24" -Dudley to Columbus

H.S. -12"-Dudley to Columbus

H.S. -6"-12" Gardner to Columbus

H.S. -16" -20"-Gardner to Columbus

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Roxbury Court	CLASSIFICATION	Interior
FROM	Roxbury	TO	Dead End

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
20			None

PAVEMENT

LENGTH - FT.	245	SURFACE	Asphalt & Gravel	CURB	Yes
WIDTH - FT.	14	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	381	BASE	Gravel	LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	3'	Poor
LEFT	C. Concrete	3'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	4"	Poor
LEFT	Granite	4"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Concrete Single Arm-Incandescent	1914	1,000	Poor
LEFT	1	Iron-Top Mounted-Incandescent	1914	1,000	Poor
MEDIAN					

SEWERS

12" Pipe - Manhole 40' from Roxbury to Manhole 250' from Roxbury

WATER

L. S. - 6"- From Roxbury for 270'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Roxbury Terrace	CLASSIFICATION	Interior
FROM	Roxbury	TO	Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
15			None

PAVEMENT

LENGTH - FT.	155	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	9	CONDITION	Poor	MEDIAN	None
AREA - S.Y.	155	BASE	Gravel	LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
IGHT	C. Concrete	3'	Poor
LEFT	C. Concrete	3'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	4"	Poor
LEFT	Granite	4"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT	1	Iron-Top Mounted-Incandescent	1914	1,000	Broken-NG
LEFT					
EDIAN					

SEWERS	WATER
6" Pipe 12" Pipe Private	L. S. -6" From Roxbury for 210'

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02143

STREET	Ruggles	CLASSIFICATION	Interior
FROM	Sahwmut	TO	Tremont

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
40 - 55			South-East (1 Way)

PAVEMENT

LENGTH - FT.	1540	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	26-37	CONDITION	Poor & Good	MEDIAN	None
AREA - S.Y.	5400	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'-8'	V. Poor
LEFT	C. Concrete	7'-8'-10'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite		F-Poor
LEFT	Granite		F-Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Iron Single Arm-Incandescent	1904	10,000	Broken-NG
	2	Iron Top Mounted-Incandescent	1954	10,000	F-Good
LEFT	3	Iron Single Arm-Incandescent	1904	10,000	Broken-NG
MEDIAN					

SEWERS	WATER
24" Pipe-Shawmut to Manhole intersection Cabot and Ruggles	L.S. -12" - Shawmut to Cabot
11'-0"x7'-6" CC-Shawmut to Manhole at intersection Cabot & Ruggles	L.S. -8" - Shawmut to Cabot
18" Pipe-Shawmut to Manhole 20' prior to Cabot	L.S. -12" -Cabot to Tremont
12" Pipe-Manhole 40' from Tremont to Manhole	
15" Pipe -Manhole to Stony Brook inter. at intersection Cabot & Ruggles	
10" CC-Manhole intersection Cabot & Ruggles to Manhole 280' beyond Cabot	
2'-0"x3'-0" Brick-Tremont to Manhole intersection Cabot & Ruggles	

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Shailer Avenue	CLASSIFICATION	Interior
FROM	Roxbury	TO	Linden Park (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
4			None

PAVEMENT

LENGTH - FT.	152	SURFACE	Gravel	CURB	None
WIDTH - FT.	0-4	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	34	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	None				
MEDIAN					

SEWERS	WATER
None	None

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Shawmut Avenue	CLASSIFICATION	Boundary
FROM	Roxbury	TO	Sterling

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
54 - 60			South (1 Way)

PAVEMENT

LENGTH - FT.	1490	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	37-42	CONDITION	Fair	MEDIAN	None
AREA - S.Y.	6540	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	8'-6"	Poor
LEFT	C. Concrete	9'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Fair
LEFT	Granite	6"	Fair

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	2	Iron Top Mounted-Incandescent	1904	10,000	Good
	2	Iron Top Mounted-Incandescent	1924	10,000	Good
LEFT	4	Iron Top Mounted-Incandescent	1904	10,000	Good
	2	Iron Top Mounted-Incandescent	1924	10,000	Good
MEDIAN					

SEWERS

42"x66" Brick-Roxbury to Manhole at intersection Vernon & Shawmut
2'-0"x3'-0" Brick-Vernon to Ruggles
6'-6" Brick-Vernon to Ruggles
20" Pipe - Vernon to Ruggles
15" Pipe - Ruggles to Manholes at intersection Gary
12" Pipe-Manhole at intersection Gary to Sterling
12"x16" CC-Ruggles to Sterling

WATER

L.S. - 12" 16"
Roxbury to Sterling

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Sigel Ct.

FROM Lamont

CLASSIFICATION Interior

TO Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
20			None

PAVEMENT

LENGTH - FT.	57	SURFACE	Stone Block-Gravel	CURB	None
WIDTH - FT.	15	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	95	BASE	Gravel	LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	Brick	3'	V. Poor
LEFT	Brick	2'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	None				
MEDIAN					

SEWERS

None

WATER

None

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET	Simmons	CLASSIFICATION	Interior
FROM	Linden Park	TO	Vernon

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
30	LIVE 1	PARKING 1	North-West (1 Way)

PAVEMENT

LENGTH - FT.	625	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	20	CONDITION	Fair	MEDIAN	None
AREA - S.Y.	1400	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
IGHT	Asphalt	5'	Poor
LEFT	Asphalt	5'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	4"	Poor
LEFT	Granite	4"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT	None				
LEFT	2	Concrete Single Arm-Incondescent	1959	4,000	Fair
	1	Concrete Single Arm-Incondescent	1958	4,000	Fair
	1	Wood-Single Arm-Incondescent	1958	4,000	Poor
EDIAN					

SEWERS

12" Pipe - Linden Park to Vernon

18" Pipe - Vernon to Manhole 320' from Linden Park

12" Pipe - Manhole 320' from Linden Park to Manhole 20' from Linden Park

WATER

L. S. - 10"-Linden Park to Vernon

EMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02143

STREET	St. Francis DeSales	CLASSIFICATION	Interior
FROM	Linden Park	TO	Cabot

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.	TRAFFIC DIRECTION
22 - 30	LIVE 1 PARKING	South-East (1 Way)

PAVEMENT

LENGTH - FT.	437	SURFACE	Gravel & Asphalt	CURB	Yes
WIDTH - FT.	10-20	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	728	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	3'	V. Poor
LEFT	C. Concrete	5'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Poor
LEFT	Granite	6"	F-Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Concrete Single Arm-Incandescent	1959	6,000	Good
LEFT	2	Concrete Single Arm-Incandescent	1959	6,000	Good
MEDIAN					

SEWERS

10" Pipe - Manhole to Manhole

12" Pipe - Manhole to Cabot

12" Pipe - Cabot to Manhole 50' from Linden Pk.

WATER

L. S. - 6" - Linden Park to Cabot

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Stony Brook (Right-of-Way) CLASSIFICATION Interior
FROM Linden Park TO Vernon

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	None, ROW under Buildings

PAVEMENT

LENGTH -FT.	SURFACE	CURB
WIDTH -FT.	CONDITION	MEDIAN
AREA -S.Y.	BASE	LAST CONSTR. DATE

SIDEWALKS

CURBS

	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
IGHT				RIGHT			
EFT				LEFT			

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT					
LEFT					
EDIAN					

SEWERS	WATER
12" Pipe - Vernon 300' to Manhole 10" Pipe - Manhole 300' from Vernon to Manhole 100' from Linden Park 8'-0"x6'-0" CC (Old Stony Brook Conduit) - Linden Park to Vernon 10" Pipe - Vernon to Manhole 100' from Linden Park	None

EMARKS Right-of-Way covered by buildings

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Suffolk Place
CLASSIFICATION Interior
FROM Putnam Place
TO Dead End (Private Way)

RIGHT OF WAY - FT. 15
TRAFFIC LANES - NO. LIVE PARKING
TRAFFIC DIRECTION

PAVEMENT

LENGTH - FT. 100
WIDTH - FT. 15
AREA - S.Y. 166
SURFACE Gravel
CONDITION V. Poor
BASE
CURB
MEDIAN
LAST CONSTR. DATE

SIDEWALKS / CURBS

SIDEWALKS	TYPE	WIDTH	CONDITION	CURBS	TYPE	HEIGHT	CONDITION
RIGHT LEFT	None			RIGHT LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT					
LEFT					
EDIAN					

SEWERS

WATER

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Sumner Place
FROM Cabot
CLASSIFICATION Interior
TO Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
28	LIVE	PARKING	None

PAVEMENT

LENGTH - FT.	220	SURFACE	Gravel & Asphalt	CURB	Yes
WIDTH - FT.	21	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	513	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
IGHT	Brick	3'-4"	V. Poor
EFT	C. Concrete	3'-4"	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	4"	V. Poor
LEFT	Granite	4"	V. Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT	1	Iron Single Arm-Incandescent	1914	1,000	Broken-NG
EFT					
EDIAN					

SEWERS	WATER
None	L.S. - 6" - From Cabot for 230'

EMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Texas
CLASSIFICATION Interior
FROM Elmwood
TO Area Limits (Direction toward Tremont)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
24			None

PAVEMENT

LENGTH - FT. 18
WIDTH - FT. 18-20
AREA - S.Y. 38
SURFACE Granite Block
CONDITION V. Poor
BASE
CURB Yes
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	Asphalt	4'	V. Poor
LEFT	Asphalt	3'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Poor
LEFT	Granite	6"	F-Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	1	Iron Top Mounted-Incandescent	1913	1,000	Broken-NG
MEDIAN					

SEWERS

12" Pipe from Tremont Street

WATER

L.S. -8" - Elmwood to Tremont

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Vernon	CLASSIFICATION	Interior
FROM	Shawmut	TO	Tremont

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
38 - 40	LIVE 2	PARKING	North-West (1 Way)

PAVEMENT

LENGTH - FT.	1815	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	27	CONDITION	Good - Poor	MEDIAN	None
AREA - S.Y.	5445	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'-10"	Poor
LEFT	C. Concrete	7'	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Fair
LEFT	Granite	6"	Fair

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	7	Wood Single Arm-Incandescent	1959	6,000	Good
	1	Concrete Single Arm-Incandescent	1959	6,000	Good
LEFT	1	Wood Single Arm-Incandescent	1959	6,000	Good
	4	Concrete Single Arm-Incandescent	1960	6,000	Good
MEDIAN					

SEWERS

49"x40" Brick-Shawmut to Downing
15" CC-Hampshire to Simmons
10" Pipe-Manhole 40' from Intersection Downing & Vernon to Dead End 140' from Intersection Downing & Vernon
12" Pipe - Lamont to Cabot
15" Pipe - Simmons to Manhole at Hampshire
12" Pipe - Hampshire to Manhole 50' from Tremont
12" Pipe - Hampshire to Manhole 80' from Tremont
20" Pipe - Downing to Simmons

WATER

L. S. - 12" - Shawmut to Tremont

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET Vernon Court
CLASSIFICATION Interior
FROM Vernon
TO Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
12			None

PAVEMENT

LENGTH - FT.	150	SURFACE	Gravel	CURB	None
WIDTH - FT.	9	CONDITION	V. Poor	MEDIAN	None
AREA - S.Y.	150	BASE	Gravel	LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	1	Iron Top Mounted-Incandescent	1904	1,000	Broken-NG
LEFT	None				
MEDIAN					

SEWERS

None

WATER

None

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Vernon Place	CLASSIFICATION	Interior
FROM	Vernon	TO	Dead End (Private Way)

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
10			None

PAVEMENT

LENGTH -FT.	110	SURFACE	Gravel	CURB	None
WIDTH -FT.	8-10	CONDITION	V. Poor	MEDIAN	None
AREA -S.Y.	110	BASE	Gravel	LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT	None		

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT	None		

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	2	Iron Top Mounted-Incandescent	1914	1,000	Broken-NG
LEFT					
MEDIAN					

SEWERS	WATER
None	

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass.02145

STREET Warwick
CLASSIFICATION Interior
FROM Ruggles
TO Cabot Place

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
40			None, Street Closed

PAVEMENT

LENGTH - FT. 310
WIDTH - FT. 26
AREA - S.Y. 900
SURFACE Asphalt
CONDITION V. Poor
BASE
CURB Yes
MEDIAN None
LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'	V. Poor
LEFT	C. Concrete	7'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	F-Poor
LEFT	Granite	6"	F-Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	None				
MEDIAN					

SEWERS

2'-0" Brick Cabot Place to Manhole 100' beyond Marble

2'-6" Brick - Ruggles to Manhole 70' from Ruggles

12" Pipe - Cabot Place to Ruggles

WATER

L. S. - 10"- Ruggles to Starling

REMARKS Street Closed 150' from Ruggles to Limit of Area (Cabot Place).

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Westminster
CLASSIFICATION Interior
FROM Ruggles
TO Sterling

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
40			None, Street Closed

PAVEMENT

LENGTH - FT.	405	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	26	CONDITION	Poor	MEDIAN	None
AREA - S.Y.	1170	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	7'	V. Poor
LEFT	C. Concrete	7'	V. Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Poor
LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	None				
MEDIAN					

SEWERS

3'-0" Brick - Ruggles to Manhole Intersection Williams
2'-6" Brick - Manhole Intersection Williams to Limit Area 80'
15" Pipe - Ruggles to Manhole intersection Williams
12" Pipe - Manhole at intersection Williams to Limit of Area 80'

WATER

L.S. - 12" - Ruggles To Sterling

REMARKS Street Closed from Ruggles to Limit of Area.

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET Weston

FROM Cabot

CLASSIFICATION Interior

TO Warwick

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
33	LIVE	PARKING	None, Street Closed

PAVEMENT

LENGTH - FT.	145	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	22	CONDITION	Fair	MEDIAN	None
AREA - S.Y.	353	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
IGHT	C. Concrete	4'-6"	Poor
EFT	C. Concrete	6'-6"	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Fair
LEFT	Granite	6"	Fair

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
IGHT	None				
LEFT	None				
EDIAN					

SEWERS

10" Pipe - Cabot to Manhole 100'
12" Pipe - Cabot to Manhole 100'

WATER

L. S. - 8" - Cabot to Warwick

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Whittier	CLASSIFICATION	Interior
FROM	Cabot	TO	Tremont

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
38-1/2			South-East & North West

PAVEMENT

LENGTH - FT.	610	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	24	CONDITION	Fair	MEDIAN	None
AREA - S.Y.	1627	BASE		LAST CONSTR. DATE	

SIDEWALKS				CURBS			
	TYPE	WIDTH	CONDITION		TYPE	HEIGHT	CONDITION
RIGHT	C. Concrete	6'-6"	Poor	RIGHT	Granite	6"	F-Good
LEFT	C. Concrete	8'	Poor	LEFT	Granite	6"	F-Good

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	2	Iron Top Mounted-Incandescent	1913	10,000	Good
LEFT					
MEDIAN					

SEWERS	WATER
15" Pipe-Cabot to Manhole at Intersection Downing & Whittier 10" Pipe - Midpoint to Downing 15" Pipe- Hampshire to Midpoint 8'-0"x6'-0" CC (Old Stony Brook Conduit)-Downing to Manhole 50' beyond Hampshire 8'-3"x9'-6" CC (Old Stony Brook Conduit double Channels)-Tremont to Manhole 50' NE of Hampshire 10" Pipe-Hampshire to Tremont 10" Pipe-Downing to Hampshire 10" Pipe-Tremont to Manhole to 30' N of Hampshire	

11'-0"x7'-6" Brick-Hampshire to Manhole 60' N. of Hampshire

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Williams Street	CLASSIFICATION	Interior
FROM	Westminster	TO	Shawmut

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
40			None, Street Closed

PAVEMENT

LENGTH - FT.	427	SURFACE	Asphalt	CURB	Yes
WIDTH - FT.	27	CONDITION	Fair	MEDIAN	None
AREA - S.Y.	1281	BASE		LAST CONSTR. DATE	

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	C. Concrete	6'-6"	Poor
LEFT	C. Concrete	6'-6"	Poor

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	Granite	6"	Poor
LEFT	Granite	6"	Poor

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT	None				
LEFT	3	Concrete Single Arm-Incandescent	1958	4, 000	Poor
MEDIAN					

SEWERS	WATER
12" Pipe-Westminster to Shawmut 18" Pipe-Westminster to Manhole 110' beyond 15" Pipe-Manhole 110' E. of Westminster to Manhole 200' W. of Shawmut 12" Pipe-Manhole 200' W. of Shawmut to Manhole 40' W. of Shawmut	L. S. - 10" Westminster to Shawmut

REMARKS Street Closed 90' from Westminster

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL PROJECT MASS. R-129

STREET CONDITION SURVEY

GREEN ENGINEERING AFFILIATES INC.
625 McGrath Highway, Boston, Mass. 02145

STREET	Williams Square	CLASSIFICATION	Interior
FROM	Williams Street	TO	Dead End

RIGHT OF WAY - FT.	TRAFFIC LANES - NO.		TRAFFIC DIRECTION
	LIVE	PARKING	
20			

PAVEMENT

LENGTH - FT.	190	SURFACE	Dirt	CURB
WIDTH - FT.	20	CONDITION		MEDIAN
AREA - S.Y.	422	BASE		LAST CONSTR. DATE

SIDEWALKS

	TYPE	WIDTH	CONDITION
RIGHT	None		
LEFT			

CURBS

	TYPE	HEIGHT	CONDITION
RIGHT	None		
LEFT			

STREET LIGHTING

	FIX-NO.	TYPE STANDARD & LUMINAIRE	YR. INST.	LUMENS	CONDITION
RIGHT					
LEFT					
MEDIAN					

SEWERS	WATER

REMARKS

APPENDIX "B"

TABLE NO. 1

ALPHABETICAL LISTING OF EXISTING STREETS

Campus High School Project Area
Mass. R-129

NAME	LOCATION	PHOTO-GRAMMETRIC SHEET NUMBER	STREET CLASSIFICATION
Archer Terrace	Off Washington	20N-10E	Interior
Auburn	Vernon to Ruggles	20N-10E	Interior
Bartlett Ct.	Off Bartlett	20N-10E	Interior
Bonnell Terrace	Off Washington	20N-10E	Interior
Cabot	Linden Park to Weston	20N-10E, 21N-10E	Interior
Church Place	Off Cabot	20N-10E, 21N-10E	Interior
Columbus Ave.	Roxbury to Ruggles	20N-9E, 21N-9E, 21N-10E	Interior
Conant Place	Off King	20N-10E	Interior
Crawshaw Place	Off Hampshire	21N-10E	Interior
Crossin Place	Off King	20N-9E	Interior
Dallas Place	Off Cabot	21N-10E	Interior
Downing	Vernon to Whittier	20N-10E, 21N-10E	Interior
Dudley	Roxbury to Bartlett	20N-10E	Boundary
Dudley	Bartlett to Washington	20N-10E	Interior
Dudley Place	Off Dudley	20N-10E	Interior
Dunlow	Roxbury to Elmwood	20N-10E	Interior
Dunlow Place	Off Dunlow	20N-10E	Interior
Elmwood	Roxbury to Linden Park	20N-9E, 20N-10E	Interior

NAME	LOCATION	PHOTO-GRAMMETRIC SHEET NUMBER	STREET CLASSIFICATION
Elmwood Court	Off Elmwood	20N-9E	Interior
Elmwood Place	Off Elmwood	20N-9E	Interior
Gay	Roxbury to Linden Park	20N-10E	Interior
Guild Row	Roxbury to Dudley	20N-10E	Interior
Hampshire	Linden Park to Whittier	20N-10E, 21N-10E	Interior
Haskins	Vernon to Ruggles	20N-10E, 21N-10E	Interior
Howe Court	Off Tremont	21N-10E	Interior
Hubert	Westminster to Shawmut	20N-10E, 21N-10E	Interior
Johns Court	Off King	20N-10E	Interior
Kenesaw Terrace	Off Linden Park	20N-10E	Interior
Kenilworth	Dudley to Dudley	20N-10E	Interior
Kent	Roxbury to Vernon	20N-10E	Interior
King	Roxbury to Elmwood	20N-9E, 20N-10E	Interior
King Terrace	Off King	20N-9E	Interior
Lambert Avenue	Bartlett to Kenilworth	20N-10E	Interior
Lamont	Linden Park to Vernon	20N-10E	Interior
Linden Avenue	Linden Park to Lamont	20N-10E	Interior
Linden Park	Roxbury to Tremont	20N-10E	Interior
Luteman Place	Off Texas	20N-9E	Interior
Malbon Place	Off Roxbury	20N-10E	Interior
Marble	Warwick to Westminster	21N-10E	Interior
Medina Way	Tremont to New York New Haven and Hartford R.R.	21N-10E	Interior

NAME	LOCATION	PHOTO-GRAMMETRIC SHEET NUMBER	STREET CLASSIFICATION
Motley	Tremont to Columbus	21N-10E	Interior
Oakburn Avenue	Auburn to Ruggles	20N-10E	Interior
Perkins Place	Off Roxbury	20N-10E	Interior
Prentiss	Tremont to New York New Haven and Hartford R. R.	20N-10E, 21N-9E 21N-10E	Interior
Putnam	Dudley to Roxbury	20N-10E	Interior
Putnam Place	Roxbury to Putnam	20N-10E	Interior
Roxbury	Columbus to John Elliot Square	20N-9E, 20N-10E	Boundary
Roxbury	John Elliot Square to Shawmut Ave.	20N-10E	Interior
Roxbury Court	Off Roxbury	20N-10E	Interior
Roxbury Terrace	Off Roxbury	20N-10E	Interior
Ruggles	Shawmut to New York New Haven and Hartford R. R.	20N-10E, 21N-10E	Interior
Shailer Avenue	Roxbury to Linden Park	20N-10E	Interior
Shawmut Avenue	Roxbury to Sterling	20N-10E, 21N-10E	Boundary
Sigel Court	Off Lamont	20N-10E	Interior
Simmons	Linden Park to Vernon	20N-10E	Interior
St. Francis de Sales	Linden Park to Cabot	20N-10E	Interior
Station	Columbus to New York New Haven and Hartford R. R.	20N-9E	Interior

NAME	LOCATION	PHOTO-GRAMMETRIC SHEET NUMBER	STREET CLASSIFICATION
Suffolk Place	Off Putnam Place	20N-10E	Interior
Sumner Place	Off Cabot	20N-10E	Interior
Terry	Tremont to Columbus	21N-10E	Interior
Texas	Elmwood to Columbus	20N-9E	Interior
Texas Court	Off Texas	20N-9E	Interior
Tremont	Columbus to Weston	20N-9E, 20N-10E, 21N-10E	Interior
Vernon	Shawmut to Tremont	20N-10E, 21N-10E	Interior
Vernon Court	Off Vernon	20N-10E	Interior
Vernon Place	Off Vernon	20N-10E	Interior
Warwick	Ruggles to Cabot Place	21N-10E	Interior
Westminster	Ruggles to Sterling	21N-10E	Interior
Weston	Cabot to Warwick	21N-10E	Interior
Whittier	Cabot to Ruggles	21N-10E	Interior
Williams	Westminster to Shawmut	21N-10E	Interior
Williams Square	Off Williams	21N-10E	Interior

TABLE NO. 2

STREETS TO BE ABANDONED

STREET	FROM	TO
Archer Terrace	Washington	Dead End
Auburn	Ruggles	Vernon
Bonnell Terrace	Washington	Dead End
Cabot	Linden Park	Whittier
Cabot	Ruggles	Weston
Church Place	Cabot	Dead End
Conant Place	King	Dead End
Crawshaw Place	Hampshire	Dead End
Crossin Place	King	Dead End
Dallas Place	Cabot	Dead End
Downing	Vernon	Whittier
Dudley	Kenilworth (East End)	Washington
Dunlow	Elmwood	Roxbury
Dunlow Place	Dunlow	Dead End
Elmwood	Texas	Linden Park
Guild Row	Roxbury	Dudley
Hampshire	Linden Park	Whittier
Haskins	Vernon	Ruggles
Hubert	Westminster	Shawmut Avenue

STREET	FROM	TO
Johns Court	King	Dead End
Kenesaw Terrace	Linden Park	Dead End
Kent	Vernon	Roxbury
King Terrace	King	Dead End
Lamont	Linden Park	Vernon
Linden Avenue	Linden Park	Lamont
Linden Park	Inbound Service Drive	Roxbury
Malbon Place	Roxbury	Dead End
Marble	Warwick	Westminster
Oakburn Avenue	Ruggles	Auburn
Perkins Place	Roxbury	Dead End
Roxbury	Shawmut Avenue	Kent
Roxbury Court	Roxbury	Dead End
Roxbury Terrace	Roxbury	Dead End
Ruggles	Shawmut Avenue	New Ruggles St. Extension
Shailer Avenue	Roxbury	Linden Park
Sigel Court	Lamont	Dead End
Simmons	Linden Park	Vernon
St. Francis de Sales	Cabot	Linden Park
Sumner Place	Cabot	Dead End
Vernon	Inbound Service Drive	Shawmut Avenue
Vernon Court	Vernon	Dead End

STREET	FROM	TO
Vernon Place	Vernon	Dead End
Warwick	Ruggles	South Service Drive
Westminster	Ruggles	South Service Drive
Weston	Warwick	Cabot
Williams	Westminster	Shawmut Avenue
Williams Square	Williams	Dead End

STREETS TO BE MAINTAINED AS PRIVATE WAYS

STREET	FROM	TO
Bartlett Court	Bartlett	Dead End
Dudley Place	Dudley	Dead End
Elmwood Place	Elmwood	Dead End
Putnam Place	Roxbury	Putnam
Suffolk Place	Putnam Place	Dead End

STREETS TO BE ACQUIRED BY

THE COMMONWEALTH OF MASSACHUSETTS

STREET	FROM	TO
Columbus	Roxbury	Ruggles
Elmwood Court	Elmwood	Dead End
Howe Court	Tremont	Dead End
Linden Park	Tremont	80 ft. East of Tremont
Luteman	Texas	Dead End
Medina Way	Columbus	Tremont
Motley	Columbus	Tremont
Prentiss	N. Y. New Haven & Hartford R. R.	Tremont
Roxbury	Inbound Service Drive	Columbus
Ruggles	N. Y. New Haven & Hartford R. R.	Tremont
Shawmut	Sterling	90 ft. South of Sterling
Station	N. Y. New Haven & Hartford R. R.	Columbus
Terry	Columbus	Tremont
Texas	Columbus	20 ft. West of Elmwood
Texas Court	Texas	Dead End
Tremont	Columbus	Weston
Warwick	Cabot Place	30 ft. North of Weston
Westminster	Sterling	40 ft. North of Williams
Whittier	Ruggles	Tremont

TABLE NO. 3

SUMMARY OF CONDITION OF NEW AND RETAINED STREETS

Listed below is a tabulation of the city streets in the project area (new and to be retained). Recommended improvements and/or existing conditions are shown herein. Private ways are not listed in the tabulation below.

Street conditions were determined by a survey in October, 1967. This tabulation entitled STREET CONDITION SURVEY, CAMPUS HIGH SCHOOL PROJECT, BOSTON, MASSACHUSETTS, is enclosed in APPENDIX "A"

SUMMARY OF STREETS

NEW

STREET	Roadway	Curb	Sidewalk
New Dudley St. (Elmwood to Washington)	New	New	New
New Ruggles St. Extension (Shawmut to South Service Dr.)	New	New	New
Shawmut Ave. (Dudley to New Dudley St.)	New	New	New
Shawmut Ave. Extension (New Dudley St. to Washington)	New	New	New
Street "A" (off Ruggles)	New	New	New
Street "B" (Ruggles to New Ruggles)	New	New	New
Street "C" (New Ruggles to Shawmut)	New	New	New
Street "D" (New Ruggles to Shawmut)	New	New	New

GOOD

STREET	Roadway	Curb	Sidewalk
Kenilworth (Dudley to Dudley)	Resurface	Reset	Rebuild
Lambert Ave. (Bartlett to Kenilworth)	Resurface	Reset	Rebuild
Putnam (Dudley to Roxbury)	Resurface	Good	Good
Ruggles (80'N.W. of Cabot to Inbound Service Drive)	Resurface	Reset	Rebuild

POOR

STREET	Roadway	Curb	Sidewalk
Cabot (Whittier to Ruggles)	New	New	New
Dudley (Roxbury to Kenilworth)	Rebuild	Rebuild	Rebuild
Elmwood (Roxbury to Texas)	Rebuild	Rebuild	Rebuild
Gay (Roxbury to Linden Park)	Rebuild	Rebuild	Rebuild
King (Roxbury to New Dudley Street)	Rebuild	Rebuild	Rebuild
Roxbury (Inbound Service Drive to New Dudley Street)	Rebuild	Reset	Rebuild
Ruggles (80'N.W. of Cabot to New Ruggles St. Extension)	New	New	New
*Shawmut Ave. (South Service Drive to New Dudley Street)	Rebuild	Rebuild	Rebuild
Whittier (Inbound Service Drive to Cabot)	New	New	New

*Shawmut Avenue will be included for estimating purposes only.

TABLE NO. 4

TYPICAL STREET CONSTRUCTION AND ALTERATIONS

MAJOR STREET "A" (NEW)

12" Gravel Subbase

6" Penetrated Macadam Base Course (two courses)

2-1/2" Type I-1 Bituminous Concrete Pavement

MAJOR STREET "B" (NEW) OR (REBUILD)

12" Gravel Subbase

4" Penetrated Macadam Base Course (one course)

2-1/2" Type I-1 Bituminous Concrete Pavement

RESIDENTIAL STREET (NEW) OR (REBUILD)

10" Gravel Subbase

4" Penetrated Macadam Base Course (one course)

2-1/2" Type I-1 Bituminous Concrete Pavement

SIDEWALK (NEW)

Granite Curb (Type VA-4)

8" Gravel

4" Concrete (one course)

SIDEWALK (REBUILD)

4" Gravel

4" Concrete (one course)

RESURFACE ON EXISTING SURFACE

Tack Coat

1-1/2" Type I-1 Bituminous Concrete Pavement

TABLE NO. 5

WATER & SEWER SYSTEMS - MATERIAL SPECIFICATION

High & Low Service Water Systems

Pipe   Tar coated, cement lined, cast iron pipe Federal Specifications WW-P-421 Class 250, Type 2. (Normal laying length-16 Ft.). Cement shall conform to ASA Specification A21.4-1964.

Fittings   Tar coated, cement lined, cast iron fittings AWWA Specification C100-55 for cast iron pressure fittings, Class "D".

Gate Valves   Parallel double disc, bell ends, non-rising stem. New York pattern, Metropolitan type, conforming to AWWA Specification C500-61.

Sanitary Drainage System

Pipe   Vitrified clay, extra strength ASTM Specifications C200-65T.

Fittings   Same as pipe.

Surface Drainage System

Pipe   Reinforced concrete, conforming to ASTM Specifications C76-68.

TABLE NO. 6

LIGHTING REQUIREMENTS BY STREET CLASSIFICATION

Class	Description	Lumens per Lin. Ft.	Mercury Vapor Lumens
	MAJOR STREETS		
A.	Very heavy vehicular and/or pedestrian traffic, bus routes, four or more traffic lanes	250-300	20,000
B.	Moderate to heavy vehicular and/or pedestrian traffic, bus routes	40-90	11,000
	MINOR STREETS		
A.	Residential streets, average business districts, public buildings used at night, heavy tree foliage, moderate to heavy vehicular and/or pedestrian traffic, bus routes, continuous apartment type dwellings	30-60	7,000
B.	Residential streets, private ways, alleys, strictly residential in use, all residential streets not included in Class A	12.5-26	3,500

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